

Outline/Full Business Case



TRANSFORMING
CITIES FUND

1 - SCHEME DETAILS	
1.1 - SCHEME & APPLICANT'S INFORMATION	
Scheme Name:	<p>Fredrick Street walking and cycling route</p> <p>Part of Rotherham Town Centre Active Travel Package</p> <p><i>[The official name of the scheme]</i></p>
Scheme Location/ Address, including Post Code and Local Authority Area:	<p>Rotherham, S60.</p> <p><i>[Provide full details of the scheme location, including address, postcode and Local Authority area(s) - in addition please also append a site map/ plan]</i></p>
Applicant Organisation, Size & Company Registration Number (if applicable):	<p>Rotherham Metropolitan Borough Council</p> <p>Regeneration and Environment Riverside house Main Street Rotherham S60 1AE</p> <p>Large</p> <p><i>[The full (legal and official) name, address, size (S/M/L) and registration number (if applicable) of the applicant organisation – this is the organisation who will receive any funds]</i></p>
Contact Name and Role:	<p>Mr Nathaniel Porter Senior Transport Planner</p> <p><i>[Provide details of the project lead for this scheme within your organisation]</i></p>
Address:	<p>Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham Metropolitan Borough Council S60 1AE</p> <p><i>[Address details for the project lead]</i></p>
Email:	<p>nat.porter@rotherham.gov.uk</p> <p><i>[E-mail address details for the project lead]</i></p>
Telephone:	<p>01709 254377</p> <p><i>[Telephone number for the project lead]</i></p>
Other Delivery Partners and Roles:	<p>Not applicable</p> <p><i>[Provide details of other delivery partners and their role(s) in the delivery of the scheme]</i></p>

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1.2 - FINANCIAL SUMMARY	
A - Total Scheme Cost (£)	£ 921,881 <i>[Provide total scheme costs - (B+C+F=A)]</i>
B - Total Private Investment (£):	£ Nil <i>[Provide details of total private investment secured or anticipated]</i>
C - Total Other Public Sector Investment (Non-SCR Funding) (£):	£ 419,000 Future High Streets Fund (FHSF) contribution to Frederick St. <i>[Provide details of total other public sector investment secured or anticipated]</i>
D - SCR Grant Funding Sought (£):	£ 502,881 <i>[Provide details of the total SCR grant funding sought – i.e. non-recoverable]</i>
E - Total SCR Funding Sought (£):	£ 502,881 <i>[Provide details of the total SCR funding sought – (D+E=F)]</i>
F - SCR as % of Total Scheme Investment (G=F/A):	55% <i>[(G=F/A)]</i>
1.3 - Please provide an update on any key changes and developments since the submission of the Outline Business Case	
<ul style="list-style-type: none"> The relevant Outline Business Case has been considered by SCR Appraisal Panel and is understood to be recommended for approval by the MCA (Transport and Environment Board, January 2021). Detailed design has been completed. A priced bill of quantities has been prepared based upon the completed detailed design. Further development has been undertaken in respect of South Yorkshire Police's requirements for hostile vehicle mitigation, resulting in a £102,000 cost escalation. In response to clarification questions, an economic appraisal accounting for 'ill gotten gains' in the do minimum situation (i.e. cycling against the existing prohibition) is included as a sensitivity test 'Scenario A' (see section 4.19). <p><i>[This includes total project cost, SCR funding request key dates and milestones, spend profiles, progress with other funding applications and any other material changes relevant to this scheme – maximum 200 words]</i></p>	

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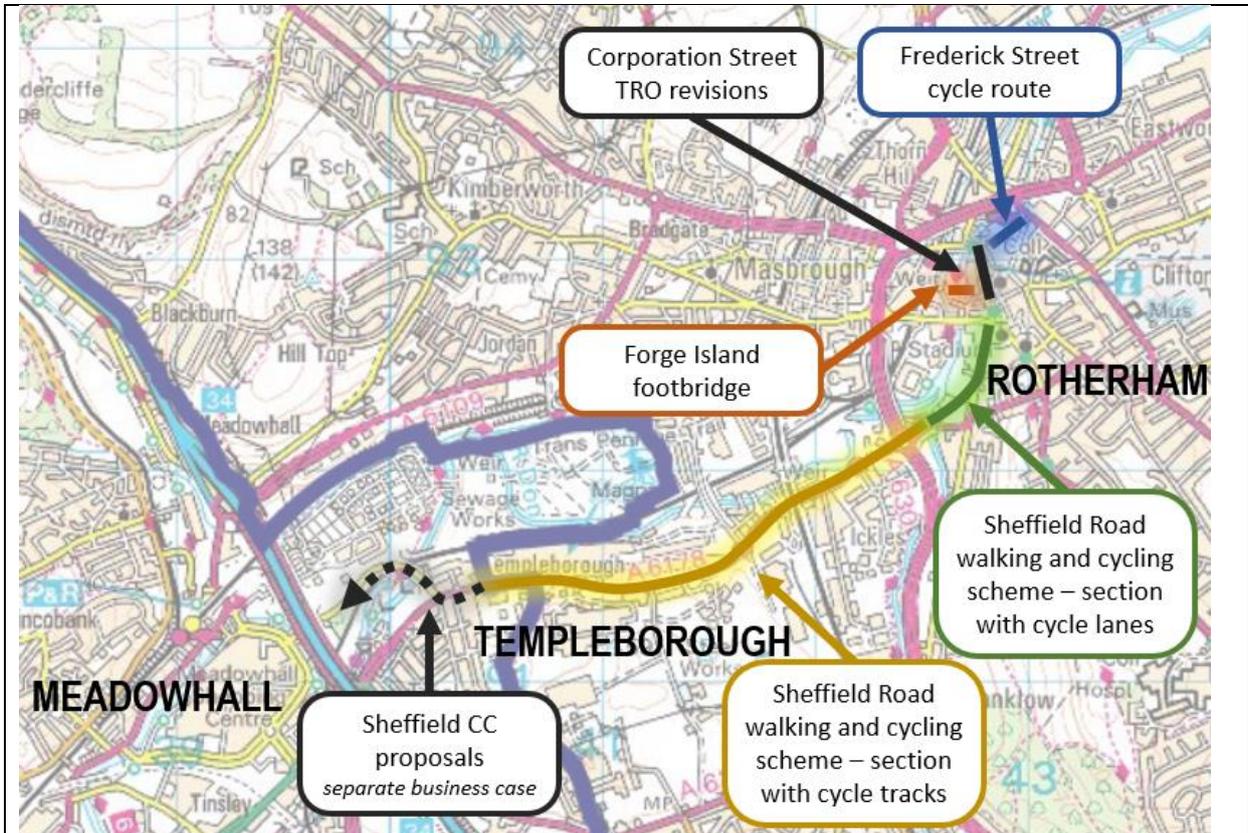
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2 - SCHEME SUMMARY			
2.1 - Scheme Timescales <i>[Include comments to explain significant changes in planned dates]</i>			
Gateway / Stage	Date Planned at SOBC	Date Achieved / Planned	Reasons for Variance
Strategic Outline Business Case		2019	
Outline Business Case (submission)	June 2020	October 2020	COVID-19 pandemic
Full Business Case (submission of first to last element of package)	January 2021	December 2020	To meet RMBC aspiration for early delivery
Full Approval and Contract Award (submission)	February 2021	March 2021	SCR meeting cycles making process being lengthier than anticipated
Start on Site / Begin Delivery (Frederick Street planned to start on site March 2021)	February 2021	March 2021	Consequential
Completion of Delivery/Outputs	June 2021	August 2021	Consequential; also additional requirements in respect of HVM
Completion of Outcomes	June 2021	August 2021	Consequential
Project Evaluation	June 2021	January 2024	Project now to be evaluated as part of Rotherham Town Centre Package
2.2 - Please provide a summary description of your scheme, appending any supporting graphics where relevant. This section should be suitable for publishing on your own and the SCR website to describe the project to the public.			
<p>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, and a safe, direct route across the north side of Rotherham town centre where none presently exists.</p> <p>The proposals are illustrated in Appendix One.</p> <p>The proposals form part of a package of measures to improve access to and within Rotherham town centre by foot and bicycle. Separate full business cases will be submitted for the other projects – Sheffield Road walking and Cycling improvements and Forge Island Footbridge. The figure below illustrates the location of the scheme, in the context of the other elements of the Rotherham Town Centre package.</p>			

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Sheffield City Region

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[A summary of the scheme – maximum 300 words]

2.3 - Please provide details of what activities SCR funds will be specifically used to pay for.

The SCR funds will be used to fund the following linked to the Frederick Street scheme:

- 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;
- the construction of the package of scheme in section 2.2 above; and,
- scheme monitoring and evaluation activities (where not handled at a package level).

Monitoring and evaluation activities undertaken on Frederick Street as part of the wider Town Centre Package will be included in the Sheffield Road full business case

The output of the scheme amounts to 140 m of route for non-motorised users.

[Set out exactly what SCR funds will be used for (e.g. X m of new cycle lanes). Bullet point will suffice – maximum 200 words]

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3 - STRATEGIC CASE

PART 1 - SCHEME RATIONALE

3.1 - What opportunities or barriers will this scheme unlock?

The scheme forms part of the River Don Corridor identified by Sheffield City Region. This corridor connects two of the City Region's key growth areas running from central Sheffield and Rotherham, and on to Doncaster.

Frederick Street provides a key route across the town centre; however, cycling is currently prohibited. Currently the layout of the street and public realm is unattractive and would not adequately accommodate cyclists. This is a barrier to cyclists crossing the town centre. Most alternative routes are around the core town centre along major traffic dominated roads with large junctions.

Allowing cycling along this street along with high quality cycle facilities and improved public realm will provide much needed access for cyclists across the town centre to retail and employment. The route also provides direct access to Rotherham Interchange and access towards Rotherham Train Station for multi modal journeys. The project also forms part of a larger route across the town centre from west to east and provides for a proportion of shorter trips by car and potential new trips related to development contributing towards alleviating congestion. Similarly, the improved environment offered by the proposals will improve the attractiveness of walking to and in the area, including as part of public transport trips via Rotherham Bus Interchange.

The scheme contributes directly to SCR's key objective for the tranche two Transforming Cities programme. Specifically, the project will create a cultural shift towards making cycling and walking the natural choice for shorter journeys, by improving the environment for walking and for cycling, and in removal of regulatory barriers to cycling (i.e. restrictions on the use of cycles on Frederick Street). While the intervention will only improve a small proportion of any given trip, because of its location in Rotherham town centre a large proportion of trips coming into the town centre by foot and by cycle can be expected to benefit from the scheme. Without the scheme, a poor quality pedestrian environment would remain, and the barrier posed to cycling by existing traffic restrictions would continue to adversely impact on a larger number of potential and existing cycle trips into and across the town centre.

When combined with other schemes in the Rotherham Town Centre package (i.e. Forge Island footbridge and Sheffield Road walking and cycling improvements as detailed in the OBC) as well as investment being made through the Get Building Front (including Riverside precinct, which abuts Frederick Street), the project will also contribute to SCR strategic objectives - to attract a mode shift away from private car, and to achieve transport objectives in a manner which addresses current health issues. The full contribution to these SCR objectives can only be full realised upon delivery of all schemes in the package. Full Business Cases for the other projects in the package will be bought forward in due course.

As part of the highway maintainable at public expense, funding for general betterment for the public will need to be funded by the public sector.

[For further guidance on developing a rationale for public sector intervention, please refer to Chapter 4 of the HM Treasury's Green Book: <https://www.gov.uk/government/publications/the-green-book-appraisal-and-evaluation-in-central-government>]

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3.2 - How will your scheme contribute to the achievement of both the City Region’s strategic objectives and the Transforming Cities Fund objectives?

Useful links:

For details of Sheffield City Region’s Strategic Economic Plan (SEP), SCR Transport Strategy and Transforming Cities Fund (TCF)

<https://sheffieldcityregion.org.uk/explore/our-strategic-economic-plan/>

[https://d2xjf5riab8wu0.cloudfront.net/wp-](https://d2xjf5riab8wu0.cloudfront.net/wp-content/uploads/2019/03/SCR_Transport_Strategy_11.04.2019.pdf)

[content/uploads/2019/03/SCR_Transport_Strategy_11.04.2019.pdf](https://d2xjf5riab8wu0.cloudfront.net/wp-content/uploads/2019/03/SCR_Transport_Strategy_11.04.2019.pdf)

<https://sheffieldcityregion.org.uk/explore/sheffield-city-region-transforming-cities-fund-bid-tranche-2/>

The Transport Strategy goals, mayoral commitments and transport strategy policies are highlighted in **Table 1** below. This provides the context for **Table 2**, which demonstrates how the Rotherham Town centre package will contribute towards these.

Table 1:

Transport Strategy Goals	Mayoral Commitments	Transport Strategy Policies
1. Residents and businesses connected to economic opportunity	<p>I will develop a plan for road investment that takes a co-ordinated long-term perspective</p> <p>I will actively support improved public transport connections to Doncaster Sheffield Airport</p> <p>I will develop a plan for road investment that takes a co-ordinated long-term perspective</p>	<ol style="list-style-type: none"> 1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this 2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this 3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision
2. A cleaner and greener Sheffield City Region	<p>I will undertake a review of the bus network in South Yorkshire, to look at all options for improving local bus service</p>	<ol style="list-style-type: none"> 4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs 5. Lead the way towards a low carbon transport network, including a zero-carbon public transport network 6. Work in tandem with the planning and development community to create attractive places
3. Safe, reliable and accessible	<p>I will invest in services to ensure that residents with disabilities, young people, the</p>	<ol style="list-style-type: none"> 7. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the

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<p>transport network</p> <p>elderly and those who are isolated economically and geographically are able to travel easily, confidently and affordably</p> <p>I will put pedestrians and cyclists at the centre of our transport plans</p> <p>I will ensure that safety is planned into all future transport investment and that road safety education initiatives are prioritised</p>	<p>assessment of transport requirements for new development, particularly for active travel.</p> <p>8. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces</p> <p>9. Ensure our transport network offers sustainable and inclusive access for all local services, employment opportunities and our green and recreational spaces.</p>
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There is close alignment between the goals and policies outlined above, to the Rotherham Town centre package. This is set out in Table 2 below.

Table 2:

Goal	Policy	Link to Frederick Street scheme
1	1	Enabling people to access opportunities through choosing greener and healthier forms of transport by investment in high quality cycling and walking infrastructure both for existing journeys and new journeys stemming from investment in the City Region.
1	3	Combined with other schemes in the Town Centre package, the scheme will invest in an integrated package of infrastructure for active travel, which will serve future sustainable economic growth, including housing sites around the Westgate Riverside area of the town centre
2	4	In improving journey quality in the vicinity of Rotherham Bus Interchange, the package will encourage people to adopt active travel modes over private cars to reduce the number of vehicles that use the SCR road network and hence reduce the negative effects on congestion.
2	5	Combined with other schemes in the Town Centre package, the scheme would help facilitate the transition to a low carbon transport network, by creating a modal shift away from the private car, to more sustainable modes including cycling and walking – and more significantly by improving the environment in the vicinity of Rotherham Bus Interchange.
2	6	The scheme is led by RMBC RIDO, and will ensure the development is attractive and in keeping with the surrounding area of public open space. There is already significant co-ordination with other town centre projects, including those delivered through the private sector as well as the ‘Get Building Fund’
3	8	<p>Reducing the reliance on private transport, encouraging people to choose greener and healthier forms of transport both for existing journeys and new journeys stemming from investment in the City Region.</p> <p>Investing over a sustained period in high quality cycling and walking infrastructure that better connects homes, transport interchanges, education, employment and recreational opportunities using safer, direct and convenient routes.</p>

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		Removes barriers to walking and cycling and identifies the infrastructure required to encourage more trips by bike or on foot.
3	9	In improving access to Rotherham Bus Interchange, the scheme will ensure sustainable and inclusive access to the bus system and so to employment opportunities within the Town Centre, Templeborough and towards Meadowhall and the Advanced Manufacturing Innovation District, as well as onward to Sheffield via existing bus services. Combined with other schemes in the Rotherham Town Centre Package, Sheffield City Council's TCF proposals, and subsequent schemes in Rotherham, the cycling elements will form a key link for cycle travel into and across Rotherham town centre, including notably towards Templeborough and Meadowhall.

As outlined in the text previously, in addition to the strong alignment to the goals and policies, the scheme also supports the overarching core TCF objectives of:

- Invest in new local transport infrastructure to boost productivity
- Improve public transport and sustainable transport connectivity
- Improve access to employment sites, Enterprise Zones, development sites, or an urban centre that offers particular growth/employment opportunities.

As well as the SCR specific TCF objectives of:

- Connecting areas of deprivation/transport poverty to areas of economic opportunity by public transport and active travel modes; and
- Seeking to achieve significant mode shift away from the private car on key corridors and in areas where future growth ambitions and improved health and air quality would otherwise be compromised.

This is elaborated on at length in the table below.

SCR TCF Objective	Link to Frederick Street scheme
To better connect the areas of transport poverty with areas of opportunity in a safe and sustainable way	Combined with other schemes in the Town Centre package, the scheme will form a central link in the Borough wide cycling network – expanding out from the Town centre to areas of transport poverty and providing access to opportunities in a safe and sustainable way.
To affect a mode shift away from the private car on those corridors where new opportunities are likely to see an increase in demand or where growth could be stifled	<p>Combined with other schemes in the Town Centre package, the scheme will invest in an integrated package of infrastructure for active travel, which will serve future sustainable economic growth, including housing sites around the Westgate Riverside area of the town centre</p> <p>In improving journey quality in the vicinity of Rotherham Bus Interchange, the package will encourage people to adopt active travel modes over private cars to reduce the number of vehicles that use the SCR road network and hence reduce the negative effects on congestion.</p>

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To create a cultural shift towards making cycling and walking the natural choice for shorter journeys, and

The scheme provides a central link as part of a planned network to remove barriers to walking and cycling required to enable more trips by bike or on foot.

Investing over a sustained period in high quality cycling and walking infrastructure that better connects homes, transport interchanges, education, employment and recreational opportunities using safer, direct and convenient routes.

To achieve the above in ways that address current health issues and improve air quality across the SCR,

Combined with other schemes in the Town Centre package, the scheme would help facilitate the transition to a low carbon transport network, by creating a modal shift away from the private car, to more sustainable modes including cycling and walking – and more significantly by improving the environment in the vicinity of Rotherham Bus Interchange.

Enabling people to access opportunities through choosing greener and healthier forms of transport by investment in high quality cycling and walking infrastructure both for existing journeys and new journeys stemming from investment in the City Region.

[We are keen to understand if this scheme supports both our wider economic ambitions as well as the objectives of the SCR Transport Strategy and the TCF. – approximately 350 words]

3.3 - How does the scheme fit with other relevant national and local policies? Outline whether there are any conflicts and, if so, highlight any planned mitigation.

Rotherham Local Plan

The scheme is aligned with the key objectives and spatial priorities of the Rotherham Local Plan.

- Combined with other schemes in the town centre package, the scheme will form a central link in the Borough wide cycling network – expanding out from the Town centre - to help deliver investment in existing employment areas (both in Rotherham, and with the aligned Sheffield scheme, at Meadowhall), creating the best opportunities for economic growth, jobs and homes. This will contribute towards creating an attractive environment for businesses and residents.
- The scheme will improve travel options through providing a central link in the Borough wide cycling network – expanding out from the Town centre
- The schemes support policy CS14 to improve accessibility and manage demand for travel by *inter alia* enabling walking and cycling.

Rotherham Transport Strategy

The scheme is aligned with the key objectives and actions identified by the Rotherham Transport Strategy – generally, to encourage ‘active’ travel and specifically, to identify and develop fast direct links for ‘active’ travel between main centres (in this case into and across Rotherham town centre).

SCR Transport Strategy

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In January 2019, SCR published their Transport Plan which provides policy support to 2040. The document outlines a vision for a transport system that 'works for everyone, connecting people to the places they want to go within the Sheffield City Region as well as nationally and internationally.' As highlighted in the SOBC, this project links to the SCR strategic objectives and policies, in particular as follows –

- Enabling people to access opportunities through investment in cycling and walking infrastructure both for existing journeys and new journeys; in this case, by forming a central link in the Borough wide cycling network – expanding out from the Town centre
- The schemes form integrated packages of infrastructure to unlock future economic growth and support Local Plans in an identified growth corridor (in this case the Sheffield to Rotherham 'AMID' corridor).

DfT Transport Investment Strategy 2017

The Transport Investment Strategy sets out the Governments priorities to improve workplace accessibility, support economic development and reduce risk for the taxpayer. This set out aims (with relevance to this project in brackets) including –

- Creating a more reliable, less congested transport network (in this case, by enabling use of more space-efficient modes); and,
- Improve accessibility to major employment centres (in this case, Rotherham town centre).

National Planning Policy Framework (NPPF)

The revised NPPF was published in February 2019. It sets out the overarching planning policies and principles for England and provides high level guidance upon the application of transport policy in the context of development schemes.

The document has three main objectives:

- An economic objective, by building a strong, responsive and competitive economy.
- A social objective, supporting strong, vibrant and healthy communities
- An environmental objective, protecting and enhancing the natural, built and historic environment

The scheme is being developed to meet this current national policy through encouraging active travel links between local residential and employment areas as well as improving connectivity to enable a vibrant town centre.

3.4 - Is the scheme or its economic outputs dependent upon any other project or investment? If so, provide details of these interdependencies and associated risk and mitigation proposals

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Excepting elements of the strategic case stated as being delivered by the overall Town Centre Package rather than any individual project, neither the scheme nor the economic outputs described in this business case is dependent upon any other project or investment.

[What is the sequence of events that need to happen before and after this scheme for it to achieve its objectives. For example, is there another project that needs to be underway or completed before this project can achieve its objectives. – maximum 350 words]

3.5 - What are the implications if the scheme does not secure SCR investment?

Without Sheffield City Region investment, the scheme cannot be implemented within the timescales envisaged nor would the benefits within the TCF programme level SOBC be realised or the package OBC without seeking additional funding ask of other funds. The implementation of the scheme and its benefits would be delayed until such time as funding could be secured or, if no such funding would materialise, the scheme would not be delivered.

The failure to provide a safe cycle route, available at all times, across the town centre would result in the town centre remaining a barrier to cycling, greatly undermining the potential for uptake of cycling into or across Rotherham town centre, the most significant trip-end for potential cycling trips in the Borough. Therefore, SCR failing to invest here would undermine the strategic case for proposed and future cycling scheme in Rotherham, including as advocated by its own policies and strategies. This is likely less of a concern to other funding partners, who are seeking benefits other than transport, and so these benefits may be sacrificed by value engineering should this provide means to secure wider regeneration benefits sought by the other funding partners.

[This includes delays in receiving funding, progressing with a more limited scheme, splitting into phases, no scheme, greater leverage etc) – maximum 200 words]

PART 2 - SCHEME OBJECTIVES

3.6 - What are the scheme's objectives in SMART terms (Specific, Measurable, Achievable, Realistic, Timescales)? Please distinguish between short and longer-term objectives.

The direct benefits of this scheme will be measurable. The numbers of cyclists and pedestrians is objectively quantifiable. Without the project, the transport user benefits are unlikely to materialise and therefore the number of cyclists and pedestrians using the infrastructure will be a very tangible measured benefit of the project. The project is realistic in that similar infrastructure such as segregated cycle lanes in other locations have proven to increase the number of cyclists. Whilst ambitious, the project is also achievable within the Transforming Cities Fund timescales.

Objectives two and three will be evaluated the wider Rotherham Town Centre package, as part of programme level monitoring & evaluation.

Objective 1 Enable more travel by active modes
Measure of success More people cycling and walking
Timescale 1 and 3 years post opening
Indicators Number of people cycling along areas of intervention
..... Number of people walking along areas of intervention
Data sources Effingham Square footfall counters
..... Manual counts
Dependencies, Risks, Constraints

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..... Unforeseen changes in demand for origins and destinations.
..... Permanent changes in travel demand (especially commuting) arising from COVID-19 pandemic

Objective 2..... Improved perception of safety, and of walking and/or cycling

Measure of success Higher level of safety reported by users

Timescale Aligned to programme level M & E Plan

Indicators..... Results of intercept surveys

Dependencies, Risks, Constraints

..... In the interests of proportionality, this will be evaluated as part of the Town Centre Package; this objective will only be monitored in the event of the progression of the whole package.

Objective 3..... Improved accessibility by pedal cycle

Measure of success Increased area of journey time isochrones

Timescale Aligned to programme level M & E Plan

Indicators..... Before and after outputs from TRACC

Dependencies, Risks, Constraints

..... In the interests of proportionality, this will be evaluated as part of the Town Centre Package; this objective will only be monitored in the event of the progression of the whole package.

The detail in respect of objective 1 is shown in Appendix 4. In summary, an increase in pedestrian usage from 4,045 per day to 5,542 per day, and an increase in *lawful* cycling from zero to 68 per day (noting that cycling is prohibited in a do minimum case, and that the core scenario does not account for any 'ill gotten gains' associated with non-compliance with this restrictions). Note success measured against these targets may be materially influenced by behaviour and/or economic variation arising from the global Coronavirus pandemic and/or the termination of transitional arrangements with the European Union.

[Please note, if this project secures approval, the eventual contract will be set out against these objectives. - maximum 300 words]

3.7 - Are there any potential adverse economic, social and/or environmental consequences / dis-benefits of delivering the scheme?

Construction of the schemes may result in disruption to the operation of the highway network, and to the access to and operation of fronting premises. There will be negative environmental impacts associated with extraction and transportation of materials for schemes, and with the construction of these. These are not considered to be atypical for schemes of this scale.

There are potential adverse consequences associated with modal shift. Again, these are not considered to be atypical for schemes of this type or scale, and are considered likely to be negligible for a scheme of this scale. In particular –

- there are risks that more attractive cycling provision may abstract from bus patronage, undermining the commercial viability of bus services which may have particularly adverse impacts on communities dependent on buses, as well as leading to a 'rebound' modal shift to cars; and,
- there is a risk that modal shift from car may reduce congestion and so release suppressed demand for car travel, potentially for longer trips, so increasing car mileage and its adverse impacts, notably carbon emissions. Note this effect is not anticipated to be so significant to materially offset benefits on the local network, but instead result in a small increase in longer

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trips that would be dispersed across the network more widely (hence the notable risk being in respect of carbon emissions).

[Explain any negative impacts resulting from the scheme – maximum 500 words]

3.8 – Is your scheme primarily designed to:

[Please select only the closest fit below]

a. Maintain current highway capacity	
b. Increase current highway capacity	
c. Unlock land for development	
d. Save public sector operating costs	
e. Enhance safety or service quality	
f. Improve public transport efficiency / viability	
g. Increase demand for active travel modes	✓

3.9 - Please outline the options which have been considered, setting out the strengths / weaknesses for each option, against the proposals and TCF objectives. (approx. 300 words)

Option	Description	Estimated Total Cost	SCR Funding Request
A. Do minimum	No intervention	Nil	Nil
B. Viable alternative option 1	Walking improvements retaining prohibition of cycling	£ 921,881	£ 502,881
C. Viable alternative option 2	Walking and cycling improvements with cyclists admitted outside of peak pedestrian hours	£ 921,881	£ 502,881
D. Preferred Way Forward	Walking and cycling improvements with cyclists admitted at all time	£ 921,881	£ 502,881

Note there is no change in costs between options B through D, because the variation relates only to the terms of traffic regulation orders.

[Please provide evidence of the options assessment and justification why the preferred option was chosen. One of the options should include a lower contribution from SCR than the preferred. Only the main options need to be reported here, not variants or sensitivity tests. Add or subtract rows as appropriate]

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	Strength/ Weaknesses compared to Do Min <i>[Qualify - max 50 words per option]</i>	Expected Outcomes compared to Base Do Min <i>[Qualify - max 50 words per option]</i>
Option A (Do Minimum)		
Option B	<p>Delivery of strategic and economic benefits in respect of walking.</p> <p>Improved amenities and quality of environment on Frederick Street.</p> <p>No improvement made for cycling.</p> <p>No improved connectivity into or across Rotherham town centre.</p> <p>Directly supports growth in Rotherham town centre per fund objectives.</p> <p>Likely strong walking benefits but no cycling benefits. Delivers 88% of monetised active travel benefits of preferred option.</p>	<p>Supports sustainable growth in Rotherham town centre.</p> <p>Improved quality of environment for walking.</p> <p>Increased walking / footfall.</p> <p>More attractive environment at Rotherham Bus Change.</p> <p>No impact for cycling.</p> <p>Town centre barriers to cycling remain, requiring alternative resolution or undermining potential for cycling in the Borough.</p>
Option C	<p>Delivery of strategic and economic benefits in respect of walking.</p> <p>Improved amenities and quality of environment on Frederick Street.</p> <p>Improved connectivity into or across Rotherham town centre for 18 hours per day.</p> <p>Directly supports growth in Rotherham town centre per fund objectives.</p> <p>Likely strong walking benefits but partial cycling benefits. Delivers 95% of monetised active travel benefits of preferred option.</p> <p>Potential for underutilisation associated with misunderstanding or overcautious public response to part time admission of cyclists.</p>	<p>Supports sustainable growth in Rotherham town centre.</p> <p>Improved quality of environment for walking.</p> <p>Increased walking / footfall.</p> <p>More attractive environment at Rotherham Bus Change.</p> <p>More pedal cycle travel at times of peak network demand (all modes), thus achieving modal shift outcomes in respect of growth & congestion.</p> <p>Town centre barriers to cycling remain for 6 hours per day, requiring alternative resolution or undermining potential for cycling in the Borough.</p>

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	Potential increased police enforcement burden associated with confusion in respect of part time admission of cyclists.	
Option D (Preferred)	<p>Delivery of strategic and economic benefits in respect of walking.</p> <p>Improved amenities and quality of environment on Frederick Street.</p> <p>Improved connectivity into or across Rotherham town centre at all times.</p> <p>Directly supports growth in Rotherham town centre per fund objectives.</p> <p>Provides strong walking benefits and maximal cycling benefits.</p> <p>Reduced police enforcement burden.</p>	<p>Supports sustainable growth in Rotherham town centre.</p> <p>Improved quality of environment for walking.</p> <p>Increased walking / footfall.</p> <p>More attractive environment at Rotherham Bus Change.</p> <p>More pedal cycle travel at all times, supporting broader set of modal shift and health objectives than Option C.</p> <p>Key cross-town link in Rotherham cycle network secured.</p>
PART 3 – STATUTORY APPROVALS & WIDER IMPACTS		
<p>3.10 Is the scheme compliant with statutory plans and processes (e.g. Local Authority planning policy and economic/housing growth strategies, transport needs, provision of education)? If so, please provide a brief description explaining how compliance has been/will be achieved.</p> <p>150 words max</p>		
<p>The scheme proposals are wholly within existing highways, and do not present material impact on users of existing transport networks or systems. The schemes will be delivered under existing powers bequeathed to the Council as Highway Authority. As such there is no conflict with statutory plans or processes.</p> <p><i>[Refer to the appropriate statutory plans and processes and how the scheme complies with these]</i></p>		
<p>3.11 Will your project have any implications for the existing transport network and its users?</p> <p>If yes, please summarise the results of your assessment below. If no, please provide evidence from the relevant transport authority that confirms this.</p> <p>150 words max</p>		No
<p>The street is already part of a vehicle restricted area, and as such there is no impact on public transport or on private motorised traffic. Admitting cyclists does increase the potential for pedestrians to experience conflict - this impact on has been tested in light of observed pedestrian densities and has been found to be acceptable to RMBC in the context of the proposed design. Peak pedestrian densities of 58 pedestrians per hour per metre width were observed on Tuesdays and Saturdays in October 2019 – well within the recommended maximum of 160 pedestrians per hour per metre recommended for the proposed treatment (delineated with level cross-section) by the evidence base referred to – <i>Fietsers in voetgangergebieden; Fietsen en richtlijnen</i> (CROW Fietsberaad, 2005).</p>		

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[For example, road-space reallocation is likely to lead to a change for existing traffic in that area and a suitable assessment will be required by the local transport planning authority]

STRATEGIC CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Does the scheme have a clear strategic rationale and align to SCR's objectives the SEP and TCF?

Does the scheme effectively align with other policies locally, sub-regionally and nationally?

Are SMART objectives clear and consistent with the nature of the scheme?

Have all realistic options for meeting objectives been identified?

Are there any adverse consequences if the scheme goes ahead / does not go ahead?

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4 - ECONOMIC CASE		
PART 1 - OPTION APPRAISAL		
4.1 – Have you modelled and appraised your scheme following DfT guidance in webTAG or elsewhere?	Yes	
4.2 – If not, please explain how you have estimated the future costs and benefits of your scheme.		
<i>[Please include the project life you have assumed and how you have treated residual values of assets and any private sector contributions.]</i>		
4.3 – Have you agreed a proportionate approach to modelling and appraisal with SCR	Yes	
Date of Agreement	7 th Oct '20	
4.4 – What modelling approach(s) have been used to develop the economic case.		
In line with Department for Transport and Sheffield City Region guidance for the Transforming Cities Fund bid the active travel projects have been modelled using AMAT, with reference to TAG Unit A5.1.		
<i>[Please set out the approach used and which models etc SCRTM1, PDFH, AMAT, or other have been used.]</i>		
4.5 – Which consultants, if any, did you retain for modelling and appraising this scheme?		
Not applicable		
4.6 What is the Short List of Options?		
<i>[Please provide a summary or short list of options as presented in 3.9.]</i>		
Option	Option Name	Option Description
A	Do Minimum	No intervention
B	Viable alternative option 1	Walking improvements retaining prohibition of cycling
C	Viable alternative option 2	Walking and cycling improvements with cyclists admitted outside of peak pedestrian hours
D	Preferred	Walking and cycling improvements with cyclists admitted at all time
4.7 - Please outline the options which have been considered and the associated cost, setting out the reasons for either rejecting the option or taking it forward as the preferred approach. (approx. 300 words)		
<i>[Please provide evidence of the options assessment and why the preferred option was chosen. One of the options should include a lower contribution from SCR than the preferred. Only the main options need to be reported here, not variants or sensitivity tests. Add or subtract rows as appropriate]</i>		
	Total Capital Cost (£m)	SCR Funding Requested (£m)
Option A (Do Minimum)	Nil	

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Consequences of Option A		
<p>Existing tired environment would remain in Frederick Street, undermining the attractiveness of Rotherham Town Centre for sustainable development, and undermining the attractiveness of walking including to Rotherham Bus Interchange.</p> <p>Frederick Street would not be suitable for cyclists and cyclists would continue to be prohibited. The alternative routes around the town centre are mostly along high speed and heavily trafficked roads which are not attractive for cyclists and are a barrier to crossing the town centre.</p> <p>The failure to provide this safe cycle route across the town centre would result in the town centre remaining a barrier to cycling, greatly undermining the potential for uptake of cycling into or across Rotherham town centre.</p> <p><i>Max. 100 words</i></p>		
Option B	£ 921,881	£ 502,881
Reason for rejecting Option B		
<p>Cyclists would continue to be prohibited from Frederick Street. The alternative routes around the town centre are mostly along high speed and heavily trafficked roads which are not attractive for cyclists and are a barrier to crossing the town centre.</p> <p>The failure to provide this safe cycle route across the town centre would result in the town centre remaining a barrier to cycling, greatly undermining the potential for uptake of cycling into or across Rotherham town centre.</p> <p><i>(Max. 100 words)</i></p>		
Option C	£ 921,881	£ 502,881
Reasons for rejecting Option C		
<p>Cyclists would continue to be prohibited from Frederick Street for six hours each day. The alternative routes around the town centre are mostly along high speed and heavily trafficked roads which are not attractive for cyclists and are a barrier to crossing the town centre.</p> <p>The economics of this option are further considered as 'scenario B' in section 4.19.</p> <p>The failure to provide a safe cycle route, available at all times, across the town centre would result in the town centre remaining a barrier to cycling, greatly undermining the potential for uptake of cycling into or across Rotherham town centre.</p> <p><i>(Max. 100 words)</i></p>		
Option D (Preferred)	£ 921,881	£ 502,881
Reasons for selecting Option D		
<p>This option will provide the maximum strategic and economic benefits for no additional cost.</p> <p><i>(Max. 200 words)</i></p>		

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4.11 – Please indicate which reports/products you have completed and where they are located.		
Report	Completed - Yes/No	Location/Link
Transport Assessment (TA)	No	
Early Sifting (EAST)	No	
Options Appraisal (OAR)	No	
Appraisal Specification (ASR)	No	
Model Specification (MSR)	No	
Local Model Validation (LMVR)	No	
Demand Model	No	
Forecasting Model	No	
Economic Case (VFM)	No	
Active Model Appraisal Toolkit Spreadsheet	Yes	Attached as Appendix Two
Distributional Impact (DIA)	No	
Environmental Impact scoping/assessment (EIA/S)	No	
Wider Impacts (WI)	No	
Appraisal Summary Table (AST)	No	

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4.12 – What years did you model for the:	Base Year	2019
	Opening Year	2021
	Future Year/s	2051
4.13 – Summarise briefly how the base year demand was estimated		
<p>AADT pedestrian flows for 2019 were taken from an automatic footfall counter at Effingham Square, the eastern extent of the scheme.</p> <p>Cycle flows were taken to be zero on the basis that cycling is prohibited on the street; whilst some level of unlawful cycling can be expected the economic impacts of this have not been accounted for on the grounds these are 'ill-gotten gains'. A sensitivity test is undertaken assuming based demand is undeterred by the existing prohibition – see section 4.19.</p> <p><i>Max 100 words – this can be a reference to a section of an appendix</i></p>		
4.14 – Summarise the work done to calibrate and validate the model in the area of influence of your scheme.		
<p>Not applicable to AMAT <i>Max 300 words - this can be a reference to a section of an appendix</i></p>		
4.15 - How have future year's demands been estimated in the Do Minimum case?		
<p>Background growth of 0.75% p.a. is assumed per default AMAT assumptions and SCR guidance. No growth is assumed in relation to development, including other relevant TCF schemes (the Sheffield part of the route, or the tram stop proposed at Magna). No specific estimate is allowed for reassignment from adjacent routes, including the canal towpath. It is considered these possibilities are considered by the sensitivity tests described in section 4.19.</p> <p>For cycling, in the core scenario assumes zero cycle use as this is prohibited in the 'do minimum' case. Following clarification questions at OBC, a sensitivity test has been included accounting for 'ill gotten' gains associated with non-compliance – this is considered as 'Scenario A', outlined in section 4.19.</p> <p>Increase in pedestrian usage in the 'do-something' case is based on an uplift of 37% as agreed through the appraisal process at OBC. This is based upon on the following national research.</p> <p>Key success factors identified in this National research¹ aligns closely with the design principles for the improvements proposed in Rotherham including better access to public transport, increased high quality public space, improved legibility, distinctive character areas, high quality and distinctive street furniture.</p> <p>Taking the evidence 'in the round' indicates that high quality improvements to public spaces can:</p> <ul style="list-style-type: none"> increase retail footfall by 10-45%. Genecon reported that the Heart of the City project in Sheffield which involved the re-construction of the Peace Gardens resulted in a reported 35%² increase in footfall in the city centre. 		

¹ Summary included in Kidderminster Centre Public Realm Improvements Economic Impact Assessment: A Report for Wyre Forest District Council February 2018 – KADA Research, IBI and Aspinal Verdi. Primary sources included: Living Streets, (2014), The pedestrian Pound: the business case for better streets and places: The Economic Value of Public Realm for North West Development Agency & RENEW Northwest by AMION Consulting and Taylor Young 2007: The economic value of design – Places Matter 2011 'Making the case for investment in the public realm' – Living Streets, 2015 as well as the sources below

² Research and Evaluation of Public Realm Schemes – Genecon 2010

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- improve retail sales and turnover by 15-25% (not factored in this appraisal at all)
- increase rental and capital values 15-20% increase (not factored in this appraisal at all)
- decrease vacancy rates by 15-20% decrease (not factored in this appraisal at all)

The TCF investment is part of a wider package of investment in the town centre which includes secured funding from the Get Britain Building Fund and RMBC resources. The footfall benefit has been assumed to be at the upper end (37%) of these estimates as this provides for the fact that there will be a new development as a key attractor at Forge Island rather than improving public realm in isolation of such a significant development.

Along with the factors above, a report by ECOTEC³, 2007 proposed that based on a substantive literature review, there was a clear typology of economic benefits and impacts arising from improvements to the public realm, which included:

- Increasing tourism – investment in the physical environment is critical for attracting tourists
- Improved productivity – better designed environments impact on productivity, health and satisfaction of the workforce.
- Enhancing image – high quality public realm can improve perceptions and investor confidence in an area, building a positive image and reputation which will provide a basis for growth.

None of these factors have been included in this appraisal so benefits are thought to be conservative.

The sensitivity of economic benefits to variation in footfall from the core forecast is also discussed in section 4.19.

Max 200 words - this can be a reference to a section of an appendix

4.16 - Please describe how risk has been treated in the calculation of PVC.

Scheme costs include 5% percentage risk allowance in line with landscape architecture industry practice. The project risk register is shown in **Appendix Three**.

Max 100 words- this can be a reference to a section of an appendix

4.17 - Please describe how inflation has been treated in the calculation of PVC.

Uninflated values were entered into AMAT per the requirements of that tool. Inflation has been applied automatically by the AMAT spreadsheet using default assumptions. *Max 100 words - this can be a reference to a section of an appendix*

³ 'Economic Impact of the Public Realm: A Final Report to the East Midlands Development Agency' – ECOTEC, 2007

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4.18 - Please describe how Optimism Bias has been treated in the calculation of PVC.

Optimism bias has been applied in accordance with TAG Unit A1.2, at a value of 3%. *Max 100 words - this can be a reference to a section of an appendix*

4.19 - Please summarise any sensitivity testing that has been undertaken and provide a table showing sensitivity of the core scenario PVB, PVC and BCR to high and low forecasts of underlying traffic growth.

Three sensitivity tests have been undertaken, based upon the following assumptions –

- HIGH – based on 25% more forecast trips in ‘do something’
- CORE - based on the forecast trips in ‘do something’ with no factor applied
- LOW – based on 25% fewer forecast trips in ‘do something’

A value of ±25% has been chosen as a reasonable bracket, on the basis of monitoring of cycle flows in Rotherham during the COVID-19 pandemic. As a comparison, between 1st September and 20th September 2020 (roughly between the return of schools and the moved up to ‘Alert Level 4’, cycling flows were up 20% at monitored count points in Rotherham compared to equivalent days in 2019. On Sheffield Road, September cycling flows were down 16% in 2020 compared to 2018. The additional uplift could also be regarded as a test for potentially additional usage associated with development, the Sheffield section of the route and/or the proposed tram stop at Magna.

All of these assumptions assume zero cycling on Frederick Street in accordance with the existing permanent TRO. Any ‘ill-gotten gains’ associated with unlawful cycling are accounted for as a sensitivity test in Scenario A, described later in this section.

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

Scenario	PVB	PVC	BCR
HIGH	14,369	646	22.2
CORE	7,819	647	12.1
LOW	1,274	648	2.0

PVB and PVC given in £ thousands

The sensitivity tests indicate the package would need to be used by considerably fewer people than forecast in the ‘core’ scenario for poor value for money to be achieved. By extrapolation, usage would need to be 25% less than the core forecast for the BCR to fall below 2.0, and 27% less than the core forecast for the BCR to fall below 1.0. The AMAT forms pertaining to these sensitivity tests are included as **Appendix Four**.

Two further sensitivity tests have been performed in respect of outputs and outcomes related to the admission of cyclists to Frederick Street

- **SCENARIO A** – This scenario assumes a base demand based upon the 2011 Census data, for the nearest parallel link modelled by the Propensity to Cycle tool (through Rotherham Bus Interchange). This test is considered to represent situations where all future cycle use is simply reassignment for alternative routes, or scenarios in which an assumed widespread non-compliance with existing restrictions render changes to TROs ineffectual in terms of actual behaviour; and,
- **SCENARIO B** – Recognising that TROs to admit cyclists at all times have not yet been advertised or secured, this scenario considers a scenario where cyclists are only admitted before 10am, and after 4pm, with cycling prohibited at other times. This approach has been trialled with no objections received, and as such RMBC could make this arrangement permanently imminent. Whilst not RMBC’s preferred approach, is it considered to represent a worst-case scenario in which full time admission of cyclists proves undeliverable. ‘Do

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Something' demand has been factored to reflect the hours during which cyclists are admitted under the experimental arrangements.

The impact of these tests on PVB, PVC and BCR is illustrated in the table below. As can be observed, value for money is not materially sensitive to these cycling demand scenarios. The AMAT forms pertaining to these sensitivity tests are included as **Appendix Five**.

Scenario	PVB	PVC	BCR
SCENARIO A	7,257	647	11.2
SCENARIO B	7,417	647	11.5
CORE	7,819	647	12.1

PVB and PVC given in £ thousands

Max 400 words - this can be a reference to a section of an appendix

4.20 - Please summarise any sensitivity testing that has been undertaken in relation to COVID-19 and provide a table showing sensitivity of the core scenario PVB, PVC and BCR to changes in forecasts of underlying traffic growth.

An appraisal has been undertaken using the version of AMAT published by DfT in July reflecting latest economic projections from OBR.

Scenario	PVB	PVC	BCR
COVID	7,701	654	11.8
CORE	7,819	647	12.1

PVB and PVC given in £ thousands

Changes in demand related to COVID-19 have not been specifically tested, as these are considered to be represented by the general demand sensitivity test covered under paragraph 4.19. Given the low sensitivity of the package to COVID-related changes to the economy in the core scenario, it is considered the high- and low-growth scenarios considered in section 4.20 provide a test of potential demand changes including those resulting from COVID-19. The specific AMAT form for the COVID scenarios are shown in **Appendix Six**.

Max 400 words - this can be a reference to a section of an appendix

4.21 – Please summarise the results of any scheme dependency testing carried out.

An updated appraisal for the Rotherham town centre package has been undertaken, to reflect the latest costs and benefits for this scheme. The Forge Island and Sheffield Road elements are based upon the latest figures available, those reported in the package Outline Business Case.

Element	PVB	PVC	BCR
Frederick St	7,819	647	12.1
Forge Island	8,140	798	10.2
Sheffield Rd	4,424	4,921	0.8
Total	20,383	6,366	3.2

Max 200 words - this can be a reference to a section of an appendix

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PART 3 – VALUE FOR MONEY			
4.22 - Economic Benefits			
What are the appraisal results for your preferred option? <i>[Please take these from your TEE, PA, AMCB and AST tables for the core scenario.]</i>	Qualitative	Quantitative	Monetised (discounted and deflated to 2010 market present values and prices)
Transport Economic Efficiency benefits			£ Nil
Other monetised benefits			£ 7,272,623 ⁴
Indirect Tax change			-£ 14,930
Wider impacts (no land use change)			£ Nil
Total PVB			£ 7,256,832
Other non-monetised impacts	n/a	n/a	
Base (Public sector) costs			£ 603,647
Residual Risks			£ 24,464
Optimism bias			£ 18,843
Total PVC <i>(Explain Risk and OB assumptions in 5.19 and 5.21)</i>			£ 646,954
Core BCR		12.1	
Wider impacts (with land use change):			
Jobs (FTE's)	Not applicable		
GVA (£m)	Not applicable		
Land Value uplift (£m)	Not applicable		
PART 4- ENVIRONMENTAL & SOCIAL IMPACT			
4.23 - Describe the expected impacts and rate them on the standard 7-point scale from the WebTAG Appraisal Summary Table			
Impact	Impact	7-Point Scale	
1. Noise	The scheme has negligible impact.	Neutral	
2. Local Air Quality	The scheme has negligible impact (included in monetised benefits).	Neutral	
3. Greenhouse Gases	The scheme has negligible impact (included in monetised benefits).	Neutral	
4. Landscape	Scheme is wholly in an urban area with negligible impact on landscape	Neutral	

⁴ Does not include public realm benefits, or impacts on road traffic collisions directly associated with infrastructure.

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5. Townscape	The scheme incorporates significant improvements to the public realm throughout.	Moderate Beneficial
6. Heritage of historic resources	The scheme has no local impact.	Neutral
7. Biodiversity	The scheme has no local impact.	Neutral
8. Water environment	The scheme has no local impact.	Neutral

4.24 – DISTRIBUTIONAL IMPACT APPRAISAL

If you have completed a DIA, please summarise the expected impact of your scheme on relevant groups:

Item	Impact	Relevant Groups
1. User Benefits	(not applicable)	
2. Noise	(not applicable)	
3. Local Air Quality	(not applicable)	
4. Accidents	(not applicable)	
5. Security	(not applicable)	
6. Severance	(not applicable)	
7. Accessibility	(not applicable)	
8. Personal Affordability	(not applicable)	

ECONOMIC CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Is the modelling and appraisal of preferred and alternate options proportionate to the cost and risks of the scheme to the public sector?

Is the preferred scheme sufficient to address the problems identified /meet forecasted demand and how has this been assessed?

In what respects does the modelling carried out comply with webTAG standards and do any shortfalls threaten the robustness of the appraisal?

What level of accuracy are the costings and what risks remain in the register?

How has any supplementary modelling of wider impacts been carried out?

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What sensitivity tests have been conducted as part of the appraisal?

Does any significant data seem to be missing from the information provided?

Are there any significant environmental, social or distributional impacts of the scheme?

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5 - COMMERCIAL CASE

PART 1 - PROCUREMENT STRATEGY

5.1 A - If this scheme requires a procurement process, provide an overview of the procurement or bid appraisal process in progress or to be undertaken. Please include the date procurement is planned to complete in the milestone table in section 7.1.

The scheme is to be delivered by the Council's internal delivery team. As such, no procurement process is required for works. Where not covered by existing framework arrangements, RMBC's standard public procurement processes will be used to secure competitive contracts for the supply of furniture and materials for use in the project. Materials will be procured by a below-EU open tender process., evaluated on criteria of price (50%), quality (30%) and social value (20%). This procurement exercise is ongoing, with contracted award anticipated 12th January, 2021.

[Set out the current or intended procurement strategy, for example, was/will the tender be a competitive process or negotiated with a single developer/contractor? If competitive, how was/will the tenders be evaluated – maximum 150 words]

5.1 B - If procurement has already been undertaken please provide details of the preferred bid(s) (contact details, commercial and financial aspects of the bid) and include value for money statements for each bid.

(Not applicable)

[Provide contact details, commercial and financial aspects of the bid, value for money statements for each bid – maximum 200 words]

5.2 - If costs increase during the procurement process how will additional costs be covered? Please note that SCR will not be liable for any such cost increases.

If costs have increased and therefore the SCR request has also increased, please set out a clear justification for this, outlining what other funding options have been explored in this regard.

SCR cannot guarantee that this increased request can be met in full or in part.

For Frederick Street, 5% risk allowance has been allowed in line with Landscape Architecture industry practice for projects developed to detailed design. In the event of costs increasing beyond those forecasts, RMBC may seek reprofiling of the RMBC share of the TCF programme to accommodate variances in cost. This would be subject to SCR's change control process. If this is not feasible, the excess value will be met by RMBC. However, it must be noted that there is an opportunity cost in that eventuality – which in that this would reduce funding available for wider Town Centre regeneration. A project level risk register is included as **Appendix Three**.

[Clearly state who will fund any cost overruns and how/why these have arisen – maximum 100 words]

5.3 - Provide a timetable for any proposed final negotiations and award of contract(s).

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In respect of the ongoing procurement exercise in respect of materials, the timetable below outlines remaining actions –

Deadline for tender returns	5 th January, 2021
Notification of award	12 th January, 2021
Contract commencement	25 th January, 2021.

These dates will enable final cost information to be available for SCRs appraisal panel, currently expected to be early February 2021.

[Please provide the list of actions and the estimated dates (month & year) by which this will be completed]

5.4 – Please identify any subcontractors you intend to use for the delivery of this project and summarise what due diligence you have undertaken of these.

Tree planting will be delivered by the RMBC internal softworks contractor. Hostile vehicle barrier installation is a specialist installation which carries a certification requirement; this will be procured by competitive tender opportunity.

[Please outline their role in the delivery of this project and provide details of what due diligence has been carried out on their financial standing as a going concern]

5.5 - If this scheme is reliant on private partners / stakeholders to deliver outputs, provide details of any discussions, procurement, negotiations or processes undertaken?

Not applicable.

[Identify the actions of partners that have a direct impact on the viability of this scheme. – approximately 300 words]

COMMERCIAL CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Is the procurement strategy clear with defined milestones?

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6 - FINANCIAL CASE			
6.1 – COSTS			
<p>Provide the full scheme costs. Where appropriate include the risk weighting for line items.</p> <p><i>[Please provide a breakdown of Total Cost and SCR Funding requirement (add more lines if necessary)]</i></p>			
Cost Category	£ SCR	£ Other	£ Total
Preparatory Costs (costs incurred to reach award of contract / funding agreement)	£ 60,000	£ Nil	£ 60,000
Professional Fees	£ 7,000	£ 33,000	£ 40,000
Acquisition of Land or Buildings	£ Nil	£ Nil	£ Nil
Site Remediation	£ Nil	£ Nil	£ Nil
Delivery Costs - Works / Building and Construction	£ 416,294	£ 369,681	£ 785,975
Delivery Costs - Revenue Activity	£ Nil	£ Nil	£ Nil
Vehicles, Plant, Equipment	£ Nil	£ Nil	£ Nil
Risk Allowance / Contingency	£ 19,587	£ 16,319	£ 35,906
Inflation	£ Nil	£ Nil	£ Nil ⁵
Post-Delivery Maintenance Costs	£ Nil	£ Nil	£ Nil ⁶
Other (please specify)	£ Nil	£ Nil	£ Nil
Total <i>[Please ensure this agrees with section 1.2]</i>	£ 502,881	£ 419,000	£ 921,881
Degree of certainty of cost estimates		<p><i>30% (early estimate of costs based on schemes of a similar nature)</i></p> <p><i>60% (Scheme designed and initial cost estimated based on specific requirements / details of this project).</i></p> <p><i>75% (Scheme designed in details and costs reviewed by appropriate independent assessor)</i></p> <p><i>95% (Procurement complete and costs based on tender prices)</i></p>	
%	75		

⁵ Zero as works to be delivered within twelve months of costing

⁶ Maintenance costs will be incorporated into RMBCs highways maintenance budget – see section 6.6.

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6.2 – Please provide your estimate of Eligible Costs?

Eligible Costs refers to the breakdown of Project Development Works as required to enable submission of the O/FBC(s) and delivery of the Project(s). This list is not considered exhaustive and the Authority has final discretion on inclusion of activity claimed as an Eligible Cost:

- Design fees
- Topographical fees
- Planning costs
- Modelling
- Traffic surveys
- Proof of concept
- Statutory fees
- Legal fees
- Consultancy support

Cost Item	Details	Cost (£)
Not applicable at FBC		
Eligible Cost Total		

6.3 - Scheme Funding Summary Table

[Confirmation of other and private funding status will be required prior to contracting. The Capital costs for all years should equal the costs identified 1.2]

Funding Source <i>[Add additional columns if multiple funds from same organisation]</i>	SCR		Other Public		Other European <i>[Specify the actual funding stream]</i>		Private <i>[Specify the actual funding stream]</i>		Total £'000		
	Cap	Rev	Cap	Rev	Cap	Rev	Cap	Rev	Cap	Rev	
Funding Status <i>1 confirmed in writing 2 applied for 3 to be determined 4 conditions apply</i>	2		2				2				
2020/21	60		0 ⁷						60		
2021/22	443		419						862		
2022/23											
2023/24											
Future Years (2024/25 onwards)	2023 is the final year SCR will receive TCF allocations.										
Total	503		419						922		
% of SCR funding by total cost			55%								

6.4 – On what evidence are assumptions relating to cost based? Please outline any additional work required to firm up project costs/funding and when this work is likely to be completed.

A priced bill of quantities has prepared, included as **Appendix Seven**, based upon detailed design drawings, informed by outturn costs for similar previous schemes in Rotherham town centre. Materials costs have been tested through discussions with potential suppliers.

⁷ Includes £419k bid from Future High Streets Fund (FHSF) contribution to Frederick St.

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[Explain the assumptions and methodology and please provide your sources and references where possible – maximum 200 words]

6.5 - How will cost overruns during delivery/construction be dealt with? Please note that SCR cannot be liable for this.

A risk allowance included in the financial case, which includes lines making an allowance for foreseeable additional costs. In the event of an unforeseen programme overrun or exceptional events resulting in higher than planned cost, RMBC may seek reprofiling of the RMBC share of the TCF programme to accommodate variances in cost. This would be sought through the change control process. In the event of the TCF programme being unable to absorb additional cost, every avenue will be sought to identify additional funding.

[Clearly state who will fund any cost overruns – maximum 300 words]

6.6 - Once completed, will the scheme incur revenue costs beyond the SCR investment which will need to be met by the public sector? If so please provide further details below.

Yes. Costs will be incurred post implementation, which will be associated with scheme maintenance and operation. The Council accept responsibility for meeting any ongoing future revenue costs in relation to the scheme, and this will be incorporated within the Council's highways maintenance budgets from its completion.

[If you answer 'YES' to this question, briefly outline any revenue costs and how they will be funded by the public sector – maximum 200 words]

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FINANCIAL CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Have scheme finances been assessed appropriately?

Has other funding been confirmed or what is the timescale for confirmation?

Are additional costs associated with overruns or post-delivery revenue requirements adequately accounted for?

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7 - MANAGEMENT CASE		
<p>7.1 - DELIVERABILITY Provide your anticipated timetable for delivery including the key milestones you expect. Please add scheme specific milestones as appropriate. This will form the basis for future progress reporting.</p> <p>Please note, if your application is successful, SCR will monitor the project against these milestones for the duration of the works.</p>		
Key Milestones	Any Dependencies	Date
All Funding Secured		March 2021
Cabinet / Other External Approvals		November 2020
Procurement Complete		January 2021
Statutory Processes Complete	Refers to TRO to admit cyclists at all times. ETRO to allow cycling at some times can be made permanent quicker. See section 4.19.	September 2021
Land Acquisition Complete		Not applicable
Evaluation Report - Mid Term Review		September 2021
Start on site		March 2021
Scheme opening		August 2021
Evaluation Report - Process Evaluation	Evaluation as part of town centre package	September 2023
Evaluation Report - Outcome Evaluation	Evaluation as part of town centre package	March 2026
<p>7.2 - As per the milestones above, give a realistic indication of when the scheme should commence. Justify your response considering factors such as the time required to secure statutory powers, secure match funding, procure contracts etc. Highlight any key dependencies needed to achieve these milestones.</p> <p>Frederick Street is programmed to commence from March 2021. Works are not contingent on any statutory process, and as they are to be delivered internally no procurement process is required for delivery. Materials procurement will be complete by mid-January, enabling delivery of materials in February. Commencement will be dependent on approval of this FBC (expected March 2021). At point of writing, COVID-19 restrictions are anticipated to result in only minor delivery constraint but this may change as the pandemic evolves, as noted in the risk register. No other constraints to delivery have been identified.</p> <p><i>[Provide a justification, considering factors such as the time required to secure statutory powers, secure match funding, acquire land, negotiate contract(s), obtain planning etc - maximum 300 words]</i></p>		

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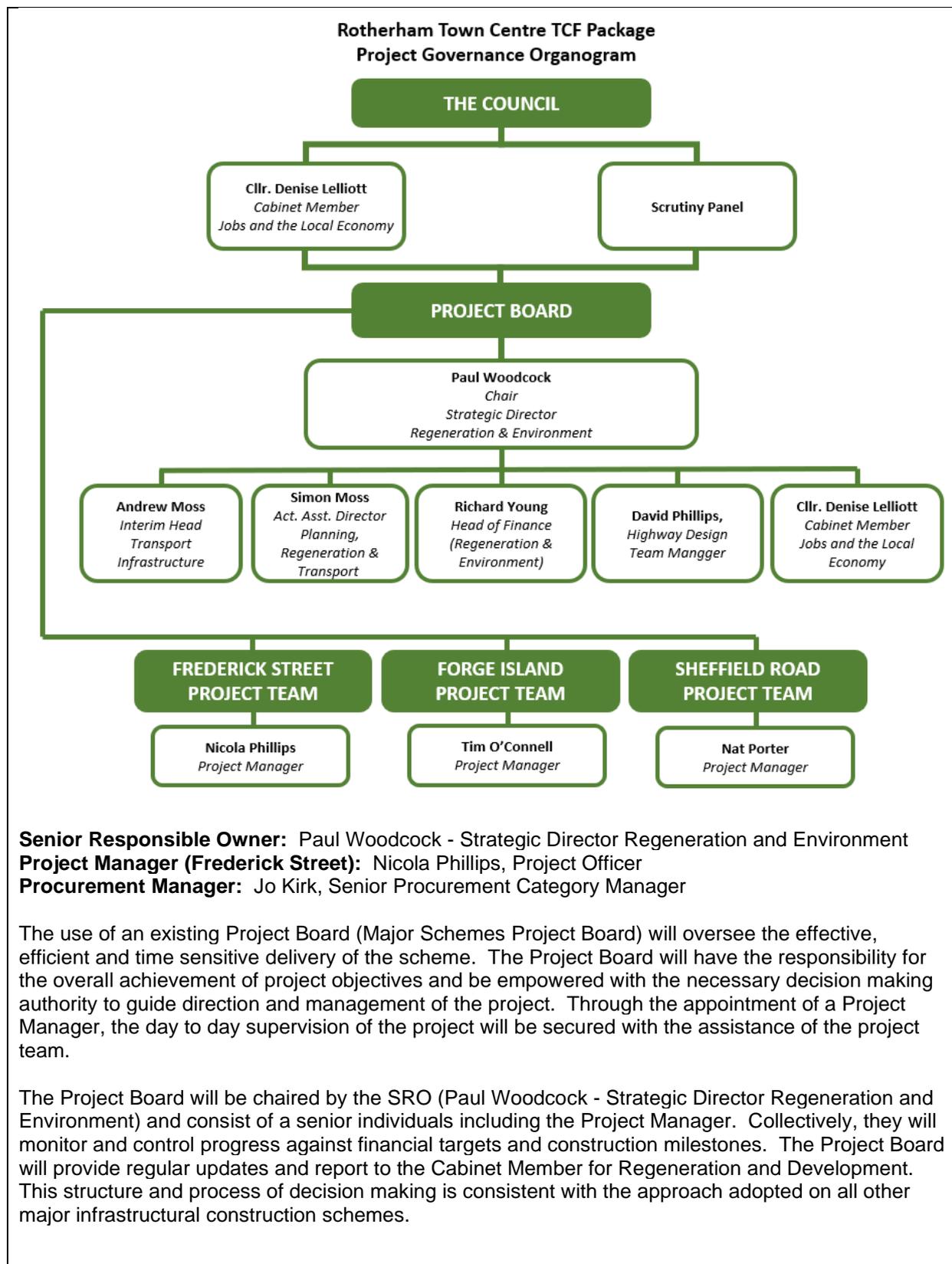
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7.3 - Indicate whether the following have been secured, agreed fully or agreed in part, or provide an estimation of when they are likely to be secured. Provide detail which will support your business case. Insert N/A if not applicable to the scheme.	
Delivery Constraint / Risk	Scheme Position and Indicative Date
Planning Consents	Scheme deliverable under permitted development rights
CPOs	Not applicable
Public Consultation	Complete November 2020
Public Inquiry	Not applicable
Traffic Regulation Orders	Experimental order partially permitted cycling has passed objection window with no objections received. Separate permanent TRO to be promoted to allow cycling at all times – Order expected to be made by September 2021.
Transport and Works Act	Not applicable
Public Sector Match Funding	FHSH confirmed December 2020.
Private Sector Match Funding	Not applicable
Procurement Contracts	Ongoing – contract to be awarded January 2021
Revenue Funds	Not applicable
Partnership Agreement	Not applicable
7.4 - What needs to be undertaken to be 'delivery ready' (e.g. project management arrangements, recruitment, governance structures etc.)	
<p>RMBC resources are to be supplemented through collaboration with specialist transport consultancies, procured through existing frameworks. This will allow expertise to be brought in at key points in the programme, without unnecessary pressure on internal staffing budgets.</p> <p>In procuring this support, the Council is taking advantage of the efficiencies available, both in terms of financial and technical support, by using the Midlands Highways Alliance procurement framework, which has already proven successful in procuring other significant highway works within the district and the city region.</p> <p><i>[Please include any programme/project management methodologies that will be followed. – maximum 300 words]</i></p>	
7.5 - Please detail the scheme governance and organisation chart (as an attached organogram), including the name of the Senior Responsible Owner and other key post holders. Please make clear where posts are undertaken by directly employed staff or contracted resource and where post have allocated resource or still to be fulfilled.	
See below an organogram of the RMBC board structure in place to manage the project.	

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Project oversight and reporting is as follows –

- Weekly reporting to cabinet member
- Fortnightly project team meeting
- Monthly Project Board – this is the stakeholder and decision making body.

Delivery is managed in how by HDT, landscape design team, and RIDO through regular site and team meetings, with regular progress meetings. In the event a contract change is required with funding partners, this would be in accordance with their processes.

7.6 - STATE AID

Please confirm if State Aid is applicable to this scheme.

If you have received formal state aid advice from a solicitor, please provide further details below. If not, please confirm when this is expected.

Yes	No
	✓

[Details regarding State Aid can be found at: <https://www.gov.uk/guidance/state-aid>. Scheme Promoters must obtain their own legal advice on State Aid]

7.7 A - If Yes, detail the amount of state aid that will be provided and under what scheme(s). Provide any issues and anticipated mitigation plans (if applicable). Any mitigation must also be included in the project risk assessment.

(Not applicable)

[If notified, provide the notification number, date of notification and approval date. If a state aid scheme is relied upon (such as GBER) please provide justification. e.g. provide relevant project details which explain why the scheme is eligible against each relevant state aid criteria. If SME size is a factor please complete the Model Declaration found at the end of the Revised User Guide to the SME Definition (found at http://ec.europa.eu/growth/smes/business-friendly-environment/sme-definition_en) maximum 300 words]

7.7 B - If No, provide an explanation as to why no State Aid is provided for this scheme making specific reference to the State Aid tests.

As this scheme is a series of improvements to the public commons, this improvement cannot have state implications. The improvements will be protected for public use by virtue of being public highway.

[Please provide justification for why the scheme is State Aid exempt]

7.8 - RISK MANAGEMENT

The project level risk log is included as **Appendix Four**.

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7.9 - Confirm the total value of risk / contingency included in the cost plan and the % of total cost.			
Total Risk	£ 35,906	% of Total Cost	4%
7.10 - Top 5 Risks on Risk Log			
Risk <i>[State the risk and identify both its probability and impact on a scale of high-medium-low]</i>	Mitigation <i>[State how you will mitigate the risk]</i>	Owner <i>[State who is responsible for mitigating this risk]</i>	
COVID 19 - Additional costs due to closure of supply chain and sub-contractors	Regular liaison with supply chain required. Follow government guidance and ensure necessary approvals in place so ready to proceed when possible	R. Battye / N. Phillips	
COVID 19 - Programme delays due to closure of supply chain and sub contractors	Regular liaison with supply chain required. Follow government guidance and ensure necessary approvals in place so ready to proceed when possible	R. Battye / N. Phillips	
COVID 19 - Programme delays due to backlog of projects post lockdown	Regular liaison with supply chain required. Follow government guidance and ensure necessary approvals in place so ready to proceed when possible	R. Battye / N. Phillips	
COVID 19 - Additional costs due to backlog of projects post lockdown	Regular liaison with supply chain required. Follow government guidance and ensure necessary approvals in place so ready to proceed when possible	R. Battye / N. Phillips	
Counter terrorism requirements such as anti ram barriers/ street furniture, architectural layout changes.	Early liaison with planning and CTU to ascertain the likely requirements.	R. Battye / N. Phillips	

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7.11 - STAKEHOLDER MANAGEMENT

Please complete the table below detailing key stakeholders that will have known involvement and what their involvement will be. (max. 300 words)

[Identify private partners/ other stakeholder involved in the project and explain how other partner's delivery activity may impact on the scheme. If this scheme is reliant on private partners / stakeholders to deliver outputs, please indicate any discussions, procurement, negotiations or processes undertaken or planned – maximum 80 words]

Stakeholder name	Nature of engagement	Outcome of engagement to date	Follow on actions
Ward Members	Teleconference and email updates	Ward members have been involved in the design process. Positive engagement and support for the scheme.	Update as required.
Cabinet Member	Teleconferences	Full support the scheme and regular updates required. Reported through regular one to one and service level meetings as well as project board.	Monthly update on progress with additional updates where required.
Public and Businesses	Formal consultation through a public engagement process, by means of letter drop (October 2020) and an on-line public information event (November 2020).	Positive response from public and businesses. No concerns regarding proposed scheme. Support for scheme.	Responses have been considered and feedback incorporated in proposed where appropriate.
Bus Operators	Meetings and one to one discussion	Bus operators have been provided with consultation letter. No concerns raised.	Updated as required.
Statutory undertakers	NRSWA notices	C2 & C3 enquiries have been undertaken and responses received for Frederick Street.	NRSWA notices to be served at appropriate points of design. Design avoids need for utility diversions, and any issues identified during construction (e.g. tree planting) are planned to be resolved so as to avoid diversions.

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Statutory TRO consultees	Due process under LATO(E&W)(P) R	ETRO to admit cyclists part time have received no objections.	Statutory process in line with regulations and local process. Instead of making the ETRO permanent, RMBC will promote a separate TRO to permit cycling at all times.
South Yorkshire Police	Technical advice in respect of hostile vehicle mitigation	Feedback has informed development of designs	No further action

7.12 - MONITORING & EVALUATION
Detail in full how the scheme will be monitored and performance managed to assess whether objectives, milestones and targets are being met. (max. 300 words)

The Council will monitor and report on delivery process in line with the programme level Monitoring & Evaluation Plan as approved at the MCAs Transport and Environment Board in January 2021. Objectives in Section 3.6 are based on the draft document dated July 2020, as RMBC have been working with SCR in the production of that document.

Further detail is provided in section 7.14.

[Please specify what resources will be made available for this evaluation process, when this will be completed and when SCR can expect to receive a copy of any report produced through this process – maximum 200 words]

7.13 - Does the scheme have any monitoring obligations for other funders? If yes, please outline these obligations. (max. 100 words)

Monitoring and evaluation requirements in respect of the Future High Streets Fund will be published by MHCLG in due course.

[If yes, please outline these obligations. This should include any timescales for achieving certain milestones, any “calls” on certain outputs, and approvals – maximum 200 words]

7.14 - Detail how the scheme will be evaluated to assess whether stated benefits, outcomes and outputs have been realised and whether objectives have been met. Please also specify what resources will be made available for this evaluation and the planned procurement method. (max. 200 words)

Traffic monitoring including surveys will be undertaken on completion to check operation and to monitor levels of usage.

Traffic counts will be taken from existing automatic equipment where available, including an automatic footfall counter at Effingham Square (the eastern end of Frederick Street).

Counts will be conducted one and five years post completion of the town centre package to measure the impact of the scheme on improving travel by active modes. This will provide the evidence to monitor the SMART objective. Pedestrian counts will be collated and analysed internally utilising

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existing automatic counters; cycling data will be collected by counts expected to be commissioned externally. In the interests of efficient procurement, these will be procured as a package along with counts associated with the monitoring of the wider town centre package proposals – further details in respect of budget and procurement will therefore be provided as part of the Sheffield Road FBC. We do not propose to commission 'before' surveys for cycling, on account of any 'before' usage being unlawful and not relevant to the SMART objective.

Resourcing for production of isochrones will rest at programme level in accordance with the programme Monitoring and Evaluation Plan as adopted.

Resourcing for intercept surveys, and cycle count surveys, will be provided as part of the Monitoring and Evaluation for the town centre package. This will be elaborated on further as part of the FBC for Sheffield Road (this scheme representing the bulk of the package by cost). It is not considered proportionate to resource these for a scheme of this scale in isolation.

RMBC will maintain dialog with SCR to ensure monitoring and evaluation adapts in response to constraints and changes circumstances arising from COVID-10 in both and post-crisis periods (including likely gaps in baseline data).

MANAGEMENT CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Is there a clear project management and delivery plan?

Are scheme milestones sufficiently mapped out and realistic?

Has the scheme got an adequate understanding of State Aid requirements and an approach to deal with any obligations?

Are the levels of risk acceptable and capable of being managed?

Are monitoring and evaluation procedures in place?

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Document Sign Off

9 – DECLARATION AND SIGN OFF

On signing the Outline/ Full Business Case the applicant agrees to the following:

- 1. The Sheffield City Region (SCR) Mayoral Combined Authority (MCA) is a public body and is therefore subject to information/transparency laws and the Local Government Transparency Code 2015. This OBC/FBC will be shared with the appropriate SCR Boards including the MCA and Local Enterprise Partnership (LEP). In line with legislation, papers to the MCA and LEP meetings are published in advance and made publicly available. These papers will detail the applicant and summarise the OBC/FBC in sufficient detail to allow the members to take an informed decision. At this point, under Local Government access to information provisions, the OBC/FBC may have to be made available for inspection to any member of the public who requests it.*

For this purpose, you may wish to also send a redacted copy stating any exemption or exception applied under FOI or Environmental Information Regulations. We will consider any requested redaction.

Any comments received after publication of the SBC on your website should be reflected in this FBC. SCR will require evidence of this through the assurance process.

- 2. TCF support is not agreed unless and until a Grant Funding Agreement has been executed by both parties and that acceptance of this Full Business Case by the SCR does not in any way signify that funding approval is guaranteed.*
- 3. To the best of your knowledge, all the information that has been provided in this proposal is true and correct. You acknowledge that the information provided will inform any future contract, should a decision be made to support the scheme.*
- 4. You will comply with due diligence requirements appropriate to this scheme. This will be conducted by the SCR Executive Team and further details will be provided if the scheme is approved.*

Person responsible for the application (Chief Executive or relevant Executive Director in your organisation)

Name:	Paul Woodcock
Role:	Strategic Director, Regeneration & Environment
Date:	16 th December, 2020

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Counter signatory – Director of Finance	
Name:	Graham Saxton
Role:	Assistant Director, Finance & Customer Services
Date:	18 th December, 2020

For SCR Use Only	
Scheme Reference Number:	
Date Received/ Accepted:	
Version Number:	
Summary of Amendments: (if applicable)	

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ASSESSMENT SUMMARY (TO BE COMPLETED BY THE ASSESSOR)

Please summarise your assessment of the scheme's Strategic Case and set out any recommendations.

Please summarise your assessment of the scheme's Economic Case and set out any recommendations.

Please summarise your assessment of the scheme's Commercial Case and set out any recommendations.

Please summarise your assessment of the scheme's Financial Case and set out any recommendations.

Please summarise your assessment of the scheme's Management Case and set out any recommendations.

Summarise your overall assessment of the scheme and recommendations for SCR.