Outline/Full Business Case

Sheffield City Region

TRANSFORMING
CITIES FUND

1 - SCHEME DETAILS	
1.1 - SCHEME & APPLICANT'S INFORMATION	
Scheme Name:	Rotherham Town Centre Active Travel Package *[The official name of the scheme]*
Scheme Location/ Address, including Post Code and Local Authority Area:	Rotherham, S60. *[Provide full details of the scheme location, including address, postcode and Local Authority area(s) - in addition please also append a site map/ plan]*
Applicant Organisation, Size & Company Registration Number (if applicable):	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside house Main Street Rotherham S60 1AE Large *[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]*
Contact Name and Role:	Mr Nathaniel Porter Senior Transport Planner *[Provide details of the project lead for this scheme within your organisation]*
Address:	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham Metropolitan Borough Council S60 1AE *[Address details for the project lead]*
Email:	nat.porter@rotherham.gov.uk *[E-mail address details for the project lead]*
Telephone:	01709 254377 *[Telephone number for the project lead]*
Other Delivery Partners and Roles:	Muse Developments Limited, as development partner for Forge Island Footbridge and wider development *[Provide details of other delivery partners and their role(s) in the delivery of the scheme]*

1.2 - FINANCIAL SUMMARY	
A - Total Scheme Cost (£)	Sheffield Road Cycle Route: £8,826,108 Frederick Street: £819,000 Forge Island Footbridge: £1,289,518 **Total: £ 10,934,626** *[Provide total scheme costs - (B+C+F=A)]*
B - Total Private Investment (£):	**£ 289,518** as part of Forge Island development. Should the private sector funds not come forward within the TCF programme delivery dates, there will be an additional £290k ask from the TCF programme. *[Provide details of total private investment secured or anticipated]*
C - Total Other Public Sector Investment (Non-SCR Funding) (£):	£ 800,000 from DfT Local Highways Maintenance Challenge Fund (LHMC) (secured) £ 120,000 local contribution to LHMC works (secured) £ 419,000 Future High Streets Fund (FHSF) contribution to Frederick St (bid for). NB: if the FHSF is not successful, this value will be met by RMBC. However, It must be noted that there is an opportunity cost here – which (although will ensure the Frederick Street scheme will be delivered) will reduce the overall spend on the Town Centre regeneration. **Total; £ 1,339,000** *[Provide details of total other public sector investment secured or anticipated]*
D - SCR Grant Funding Sought (£):	**£ 9,306,108** *[Provide details of the total SCR grant funding sought – i.e. non-recoverable]*
E - Total SCR Funding Sought (£):	**£ 9,306,108** *[Provide details of the total SCR funding sought – (D+E=F)]*
F - SCR as % of Total Scheme Investment (G=F/A):	**85%** *[(G=F/A)]*

1.3 - Please provide an update on any key changes and developments since the submission of the Strategic Outline Business Case

All schemes have developed since the SOBC, with designs for Frederick Street being most advanced, then Forge Island bridge, then the Sheffield Road cycle scheme. Key developments since SOBC are:

- Outline design for Frederick Street scheme complete.
- Successful bid for 'Get Building Fund' monies to add value through improve public realm to the Frederick Street (and pedestrian bridge) schemes
- MUSE onboard as development partner for Forge Island, including the pedestrian bridge
- Outline design for Forge Island pedestrian bridge complete.
- Preliminary designs have been progressed and cost estimates reviewed. Additional minor traffic regulation works have been identified on Corporation Street (adjacent to the Frederick Street scheme) to improve connectivity.

- Discussions with Active Travel Programme Director around scheme design options and sign off for the Sheffield Road cycle scheme

- Award of LHMC funding (complimentary to Sheffield Road cycle scheme) has been confirmed. The design has been reviewed to identify cost and disruption savings by aligning delivery of the two projects

- LHMC site clearance started September 2020 – scheme will provide initial section of the Sheffield Road cycle scheme as a 'proof of concept'. Local funding will be used to cash flow for this initial element, with costs claimed back from TCF post approval of OBC

- Design development has identified £1.6m of additional costs on the Sheffield Road scheme, associated with improvements to the design identified since SOBC. Additional £0.8m included in risk register (over and above £1.6m) related to FBC sign off linked to outstanding matters in respect of SCR active travel design standards

[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]

2 - SCHEME SUMMARY

2.1 - Scheme Timescales
[Include comments to explain significant changes in planned dates]

Gateway / Stage	Date Planned at SOBC	Date Achieved / Planned	Reasons for Variance
Strategic Outline Business Case		2019	
Outline Business Case (submission)	July 2020	October 2020	COVID-19 pandemic
Full Business Case (submission of first to last element of package)	July 2022	December 2020 - March 2022	To meet development programme
Full Approval and Contract Award (submission)	August 2022	April 2022	To meet development programme
Start on Site / Begin Delivery (Frederick Street planned to start on site March 2021)	November 2021	September 2020 – July 2022	September 2020 is 'Proof on concept' on Sheffield Rd - aligned to LHMC scheme. Initially cash flowed by RMBC, expected to claim from TCF post FBC approval.
Completion of Delivery/Outputs	March 2023	March 2023	
Completion of Outcomes	March 2023	March 2023	
Project Evaluation	January 2024	January 2024	

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.

A package of measures to facilitate walking and cycling to, from and within Rotherham Town Centre, comprising three schemes:

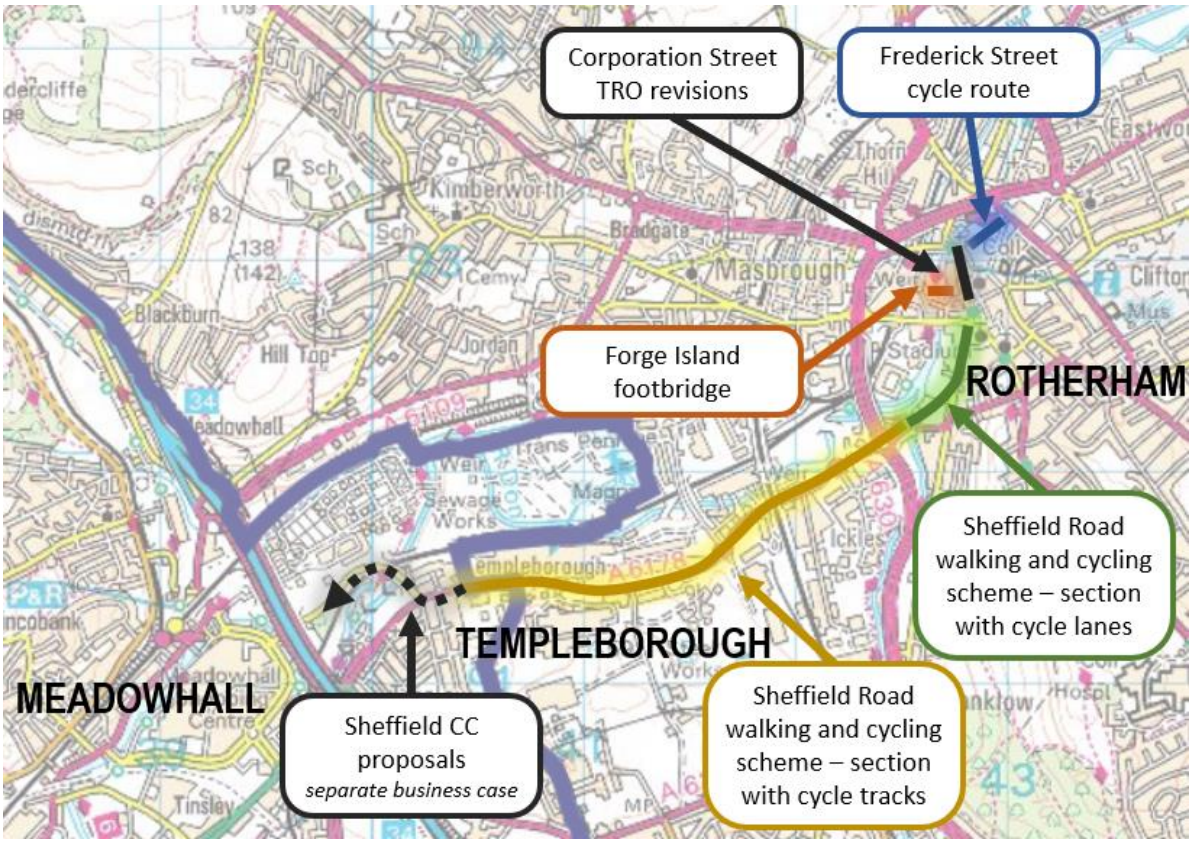
***Contribution to Fredrick Street walking and cycling* route (See Appendix One)**
Public realm improvements on Frederick Street incorporating cycling infrastructure in the core town centre with amendments to the traffic regulation order to allow cycling (currently prohibited) along this street. Currently 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.

Contribution to Forge Island Footbridge (See Appendix Two)
Replacing the existing footbridge across the River Don between the core town centre and Forge Island with a high-quality pedestrian bridge. This is part of the works to regenerate Forge Island and will provide an improved environment for pedestrian movements between the town centre, Forge Island and Rotherham Central Station. Should the private sector funds not come forward within the TCF programme delivery dates, there will be an additional £290k ask from the TCF programme. Either way, the intention is to deliver the bridge by March 2023.

Sheffield Road Walking and Cycling improvements
Comprising walking and cycling routes, supporting housing delivery in the Westgate Riverside area. Pedestrian improvements are to be focused on enabling journeys to the town centre and onward via public transport, and making this more attractive so as to support both housing delivery and the vitality of the town centre. The scheme on Westgate will also reduce traffic volumes and so improve the local environment for existing and future residents. For cyclists, the scheme will include cycle lanes designed with reference to LTN 1/20 to support onward connectivity by bicycle. Additional cycle tracks will be constructed along the remainder of Sheffield Road to the Borough boundary, to provide access to employment areas in Ickles and Templeborough, and with proposals in development by Sheffield City Council and SYPTE providing further connectivity to Meadowhall and to tram-train services respectively.

Parts of this scheme in the Templeborough area are proposed to be co-delivered with highways and drainage maintenance works delivered through the Department for Transport's Local Highways Maintenance Challenge Fund.

The plan below illustrates the proposed schemes in context.



[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 preparation of costs associated with the design development of the preferred options. This will include both preliminary design, detailed design and associated scheme promotion and consultation material; and,

- the construction of the package of schemes (including proof of concept on the Sheffield Road cycle scheme) outlined in section 2.2 above.

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

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

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.

Fredrick Street walking and cycling route

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.

Forge Island Footbridge

The footbridge is a key route between the core town centre and Forge Island. Currently, the bridge is unattractive and uninviting as a pedestrian route and is a poor gateway to the development. The scheme will contribute to providing a high quality, traffic free walking route between Rotherham Central Station, the Forge Island Development and the town centre.

The replacement of the footbridge together with environmental improvements on the approach to the bridge from Corporation Street will provide a high quality attractive route and gateway between the core town centre and Forge Island enabling enhanced sustainable access to significant amenities and services. This will support new and existing businesses in the core town centre and on Forge Island. The bridge will be safe and accessible for all pedestrians and will provide a direct, traffic free route to the development and the railway station beyond.

This investment adds value to the recently approved 'Get Building Fund' scheme aimed at additional town centre public realm improvements and site acquisition and demolishment of the Riverside Precinct which forms the approach to the bridge site from the Town centre side.

Sheffield Road walking and cycling improvements

Westgate Riverside is identified as a significant area of housing growth in the Borough, providing a sustainable location with good access (in terms of distance) to services, amenities, and employment opportunities in Rotherham town centre. Access to public transport services is also good, with BRT services to Sheffield running along Sheffield Road, and with Rotherham rail and bus stations within

walking distance. There exists, therefore, considerable opportunity for housing development in this area to generate a relatively low amount of car trips.

However, the existing local environment is poor and relatively unattractive, with uneven footways, and the adapted-historic street geometry having the effective of prioritising vehicles and providing limited amenity for pedestrians. The street is also utilised by a significant amount of motorised traffic, to a greater extent than the Borough would prefer, much of which appears to be cutting across the town centre in preference to utilising more suitable or purpose built routes such as the parallel A.630 Centenary Way. In addition to reducing the safety and quality of environment for pedestrians using the street, this also denudes the attractiveness of the area as a place to live. This is compounded by the relatively heavily engineered street required to deal with these traffic volumes. Reducing these traffic volumes will enable a transition of the street away from being engineered as a 'traffic space', and more as a 'living space' – increasing the width of the street available to pedestrians and for amenities, and reducing the amount of the street 'locked out' as being essentially available only for vehicles.

The A.6178 Sheffield Road connects Rotherham with Meadowhall and on to Sheffield, via Junction 34 of the M.1 – before the Coronavirus pandemic, one of the main points of congestion on both the strategic and local road networks. Congestion issues have been understood to have led to Highways England having on several occasions issued holding directions against planning applications in Rotherham, and also in Sheffield.

These issues have been compounded by traffic growth pre-COVID - the A.6178 corridor between Sheffield and Rotherham showed year-on-year increases in delays of between 7.0% and 16.5% (depending on the section measured) in 2018. Delays on the parallel section of the A.6109 within Rotherham increased by 26% between 2017 and 2018. These delays particularly impact bus services in the Meadowhall area, including the important regional X1 service. Delays on the arterial on the corridor are amongst the most severe in the Borough.

Cycle mode share for trips less than 5km is between 2-3%, with car use dominating this commuting distance despite 36% of SCR commuting trips being less than 5km in length. The route improves year-round active travel links to employment opportunities in the town centre, Templeborough and Meadowhall.

With improved connectivity by cycle, this will directly provide for a significant proportion of shorter trips along the corridor, or a proportion of trips that can be linked with existing and proposed public transport offer (notably tram-train), in particular existing car trips and new trips associated with development along the corridor.

The project will provide a safe, reliable and accessible route for all cyclists with high quality segregated facilities. This will enable active travel choices for local travel. The route will also improve the perception of safety to encourage the uptake of active travel with the provision of protected cycle lanes, and the route had been optimised utilising the best available guidance to minimise danger delay and inconvenience for cyclists.

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]

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-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	I will develop a plan for road investment that takes a co-ordinated long-term perspective I will actively support improved public transport connections to Doncaster Sheffield Airport I will develop a plan for road investment that takes a co-ordinated long-term perspective	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	I will undertake a review of the bus network in South Yorkshire, to look at all options for improving local bus service	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 transport network	I will invest in services to ensure that residents with disabilities, young people, the elderly and those who are isolated economically and geographically are able to	7. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel.

	travel easily, confidently and affordably I will put pedestrians and cyclists at the centre of our transport plans I will ensure that safety is planned into all future transport investment and that road safety education initiatives are prioritised	8. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces 9. Ensure our transport network offers sustainable and inclusive access for all local services, employment opportunities and our green and recreational spaces.

There is close alignment between the goals and policies outlined above, to the Rotherham Town centre scheme. This is set out in Table 2 below.

Table 2:

Goal	Policy	Link to Rotherham Town centre 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	The package 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	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	The package 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 on routes to Rotherham Central station and the new Magna tram/train stop – also delivered through TCF. .
2	6	The package will work in tandem with RMBC planning and RIDO to 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	7	The package is being designed to ensure people feel safe when they travel – including segregated cycle routes along the A6178. Appropriate landscaping – and measures to reduce through traffic - will ensure an attractive place to travel too.
3	8	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. 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.

		Removes barriers to walking and cycling and identifies the infrastructure required to encourage more trips by bike or on foot.
3	9	The scheme will ensure sustainable and inclusive access to employment opportunities within the Town Centre, Templeborough and towards Meadowhall and the Advanced Manufacturing Innovation District. The largest cross-boundary traffic flows by far in South Yorkshire are between Rotherham and Sheffield.

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.

[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.

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 Town Centre package schemes are 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.

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

- The scheme will 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 along an identified key transport corridor.

- 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, Rotherham and Meadowhall).

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 and Meadowhall).

SCR Transport Strategy
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 SCT 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;

- 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).

SCR Active Travel Implementation Plan
The investment in the A6178 was included in the TCF programme as a priority route included in the region's LCWIP. As such, the scheme is also included in SCR Active Travel Implementation Plan as a scheme to be developed and delivered during the five years from 2020.

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

Neither the Sheffield Road cycle route and Fredrick Street schemes or their economic outputs are dependent upon any other project or investment. Whist the Forge Island footbridge could be constructed without the Forge Island development, it is likely that the full benefits would not be realised. Investment in Forge Island alongside a high-quality footbridge and walking route from Corporation Street will encourage a larger number of pedestrians to travel between the core town centre, bus routes and Forge Island to access the proposed facilities and amenities. Funding has been secured for the Forge Island site and construction is underway, therefore the bridge will not be constructed in isolation. Ground levels on the site will be altered as part of flood remediation works prior to the bridge being constructed, though these works are near to completion, therefore it is highly unlikely that this would delay the implementation of the bridge.

There are additional economic outputs that may be achieved as a consequence of, and dependent on, the proposed tram-train stop at Magna, and the active travel works in Sheffield providing onward connectivity to Meadowhall. These benefits are *not* accounted for in the economic case. It is intended that the FBC for the Sheffield Road works will include an appraisal of the combined schemes as additional information.

[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. To be specific, this includes improvements to congestion, accidents, local air quality, health, noise and journey ambience as recorded through the AMAT process. Funding of the scheme is beyond the means of RMBC for the foreseeable future. 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. If a lower amount of funding was awarded the three main projects could be prioritised and delivered individually, the priority being those schemes in the Town Centre with the stronger strategic and economic cases. The Sheffield Road cycle route which is the largest project could be implemented in phases though this would impact on the effectiveness of the project.

[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.

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

The detail is shown in the AMAT forms, with a summary of the increase in the core scenario shown here:

	Walking	Cycling	Totals
Frederick Street	1733	68	1801
Forge Island	1270	0	1270
Sheffield Road	436	78	514
Totals	**3439**	**146**	**3585**

This objective will be refined, and additional more specific objectives for each project (with detail provided at FBC), these objectives will be aligned with the programme level monitoring and evaluation plan once it has been agreed at SCR Transport and Environment Board. These will also be updated at FBC to reflect any changes that might be expected per the best available understanding of the post-COVID situation available at that time.

[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.

Post-delivery of the schemes will lead to increased maintenance and operational costs (including electricity consumption for signal control). Although issues will be mitigated as much as possible through detailed design, schemes will also lead to increased traffic control delay and marginally increase emissions and fuel consumption from starting and stopping vehicles. However, modal shift may net off the emissions related disbenefits.

There are potential adverse consequences associated with modal shift. Again, these are not considered to be atypical for schemes of this type or 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 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 action	**Nil**	**Nil**
B. Viable alternative option 1	Cycle lanes (unsegregated, on road) on Sheffield Road; no other works	**£ 650,000**	**£ 550,000**
C. Viable alternative option 2	Pedestrian improvements at Forge Island, Frederick Street and Westgate only	**£ 3,858,518**	**£ 3,150,000**
D. Preferred Way Forward	Cycle track (segregated, off road) on Sheffield Road (with mixture of controlled/uncontrolled crossings) & footbridge & works on Frederick Street	**£ 10,934,626**	**£ 9,306,108**

[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]

	Strength/ Weaknesses compared to Do Min *[Qualify - max 50 words per option]*	Expected Outcomes compared to Base Do Min *[Qualify - max 50 words per option]*
Option A (Do Minimum)		
Option B	Reduced construction timescales. Reduced scheme costs. Facility relatively unattractive. Less benefit realised. Benefits of scheme dependent on increased maintenance costs.	Continued constraint to development. Continued poor access to employment without car. Does not support growth opportunities in Rotherham town centre due to critical gaps in connectivity.
Option C	Improved amenities and quality of environment on Westgate. Connectivity into and across Rotherham town centre (though less than preferred option). Directly supports growth in Rotherham town centre per fund objectives**.** Greater costs (but less than preferred option). Greater construction cost and programme (but less than preferred option). Likely strong walking benefits but negligible cycling benefits. Delivers 90% of monetised active travel benefits of preferred option.	Improved connectivity towards Rotherham and onward PT services by foot, but no improvement for non-motorised modes towards Lower Don Valley. Scheme may reduce benefits of adjacent TCF proposals that would not be connected in this proposal. Limited impact on constraint to development in respect of (pre-COVID) traffic congestion. Improved access to employment without car, but to a lesser degree than the preferred option. (This is the 'reserve' scenario, considered as a sensitivity test in section 4.19).
Option D (Preferred)	More attractive, accessible provision for cycling on Sheffield Road. Improved amenities and quality of environment on Westgate. Connectivity into and across Rotherham town centre. Directly supports growth in Rotherham town centre per fund objectives**.**	Supports sustainable growth in Rotherham town centre. Supports housing growth at Westgate Riverside Improves connectivity to town centre and Lower Don Valley businesses. More travel by pedal cycle.

	Greater costs. Use of uncontrolled crossings in some circumstances reduce delays caused by waiting time at signal-controlled crossings for pedestrian and cyclists Greater construction cost and programme. Cycling take up likely to be limited without further works to develop ubiquitous safe provisions for cycling, as reflected in poor BCR (see section 4.7 for commentary)	

PART 3 – STATUTORY APPROVALS & WIDER IMPACTS

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.

150 words max

Other than Forge Island Footbridge, 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.

The footbridge at Forge Island lies in RMBC controlled land and has outline planning consent in place.

[Refer to the appropriate statutory plans and processes and how the scheme complies with these]

3.11 Will your project have any implications for the existing transport network and its users? **If yes, please summarise the results of your assessment below. If no, please provide evidence from the relevant transport authority that confirms this.** ***150 words max***	**No**

RMBC, as Highway Authority, is satisfied that the geometric changes to carriageways, public transport infrastructure and footways associated with the scheme are minor and do not affect operation or capacity at critical points. This has been tested by junction testing the revised junction arrangements at Bessemer Way Roundabout, utilising Bovy's formula for capacity at roundabouts of this design (as is utilised as a technique in the Netherlands) – this assessment indicated a RFC of 57% in the worst arm in the worst hour, well within the recommended 80% maximum by the method utilised. Workings – including an explanation why Bovy's formula was used - are shown in Appendix Seven.

Consultation has and will continue to take place with SYPTE and, through the Rotherham Bus Partnership, bus operators to ensure no adverse implications for the bus network.

In respect of the Sheffield Road works, there are two caveats -

- Reassignment of traffic away from Westgate may have an impact. Existing (pre-COVID) 'rat running' behaviour is not reflected in SCRTM1, and it is not possible at this point to collect meaningful data to update the model to test impacts owing to impacts of the pandemic. Officers view is that this rat run extends from the M1 north of Rotherham, with traffic cutting through Masborough and the town centre to avoid congestion on the motorway and Bawtry Road; given the scale of this route and the availability of alternatives our best estimation is that displaced traffic would be so dispersed as to have minimal impact;

- The above assessment is based upon the current design. SCR requests for design changes are expected to increase control delay for pedestrians, cyclists, buses and private vehicles (with the less carbon / energy intensive modes, and especially cycling, likely to suffer greatest adverse impact), compared against the currently developed option. On the other hand, there may be a larger / more costly scheme that responds to SCR requests, and which may also afford some additional benefits for bus services and passengers (albeit still at a cost to expeditious movement of pedestrians and especially of cyclists). However, at this point it is not anticipated that any part of the strategic network will be permanently rendered newly or increasingly oversaturated, as a consequence of responding to SCR requests.

[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?

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.		
[Please include the project life you have assumed and how you have treated residual values of assets and any private sector contributions.]		
4.3 – Have you agreed a proportionate approach to modelling and appraisal with SCR	**Yes**	
Date of Agreement	7th 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. *[Please set out the approach used and which models etc SCRTM1, PDFH, AMAT, or other have been used.]*		
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?		
[Please provide a summary or short list of options as presented in 3.9.]		

Option	Option Name	Option Description
A	**Do Minimum**	No action
B	**Viable alternative option 1**	Cycle lanes (unsegregated, on road) on Sheffield Road; no other works
C	**Viable alternative option 2**	Pedestrian improvements at Forge Island, Frederick Street and Westgate only
D	**Preferred**	Cycle track (segregated, off road) on Sheffield Roads (with mixture of controlled/uncontrolled crossings) & footbridge & works on Frederick Street

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)

[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]

	Total Capital Cost (£m)	SCR Funding Requested (£m)

Option A (Do Minimum)	Nil	
Consequences of Option A		
Sheffield Road Cycle Route The road environment would remain as it is currently, with no high quality cycle facilities, The road provides a direct route for cyclists to the Lower Don Valley and Sheffield though it is unattractive due to the large number of cars, HGV's and buses using the route and the speed limit of 40mph for large sections of the route. The industrial nature of the route also results in the collection of a large amount of debris at the sides of the road, where most cyclists travel. There is poor access along this route without a car. ***Forge Island Footbridge*** The bridge would remain as an unattractive and uninviting route for pedestrians which is likely to impact on the number of pedestrians accessing the site from the core town centre and key bus routes (on Corporation Street). ***Frederick Street*** 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. *Max. 100 words*		
Option B	**£650,000**	**£550,000**
Reason for rejecting Option B		
Sheffield Road Cycle Route On the principal road sections, cycle lanes are felt unlikely to provide, much if any uplift in the number of cyclists using this route. Whilst cycle lanes provide a space for cyclists this is unprotected and is unlikely to provide a comfortable environment for cyclists particularly with the large volumes of traffic including HGV's and buses and 40mph speed limit for large sections of the route. ***Forge Island Footbridge*** The bridge would not be replaced and would remain as an unattractive and uninviting route for pedestrians which is likely to impact on the number of pedestrians accessing the site from the core town centre and key bus routes. ***Frederick Street*** Frederick Street would not be suitable for cyclists and cyclists would continue to be prohibited. The alternative routes around the town centre are most high speed and/ or heavily trafficked which are not attractive for cyclists and are a barrier to crossing the town centre. *(Max. 100 words)*		
Option C	**£ 3,858,518**	**£ 3,150,000**
Reasons for rejecting Option C		
This option provides 89% of the monetised active travel benefits of the preferred option, and supports providing an attractive and sustainable environment to enable housing growth and support business in Rotherham town centre, as well as improving access to public transport hubs at Rotherham Central Station and Rotherham Interchange.		

However, it does not address congestion issues on the Sheffield Road corridor towards Meadowhall. There may be less of a strategic need for these benefits should trends in respect of reduced commuting and reduced peak hour traffic, that appear to have been sustained so far since the end of the first Coronavirus lockdown. However, it is not certain that this will be sustained, and so the preferred option is mitigate for this.

The economics of this option are further considered as the 'reserve' scenario in section 4.19.

(Max. 100 words)

Option D (Preferred)	**£ 10,934,626**	**£ 9,306,108**

Reasons for selecting Option D

This option will provide the maximum benefit to Rotherham by providing a package of projects to enhance and enable active travel. Whilst delivering each measure individually has merit and would provide benefits for pedestrians and cyclists, and would support the regeneration of the town centre and access to employment, the package of measures will ensure high quality sustainable access along the key Lower Don Valley corridor alongside enhanced access to a key regeneration site in the town centre and a high quality route across the town centre for cyclists.

A segregated cycle route along Sheffield Road will provide a key link for all cyclists to major economic and retail opportunities, both in the town centre and Lower Don Valley, and contribute towards reducing congestion. Replacing and upgrading the Forge Island footbridge will provide a high quality gateway and key route between the core town centre and the major Forge Island site. Introducing a cycle route along Frederick Street with high quality facilities will enable cyclists to cross the town centre to directly access employment and residential areas, and avoid high speed, heavily trafficked roads with major junctions around the town centre. The route will also provide an option for cyclists travelling to or from Sheffield Road to cross the town centre.

We would acknowledge economic case for this option is weaker than for Option C, offering a 'high' BCR of 3.1 compared to a 'very high' BCR of 7.0 offered by Option C.

Taken in isolation, the Sheffield Road cycle route offers a poor BCR of 0.8. As costs outweigh benefits, RMBC would not normally wish to promote a scheme a lossmaking BCR where there are alternative options (i.e. Option C) available. In this case, we feel this could be justified by high-level of estimates of the potential benefits of adopting proven, systemic approaches to delivering infrastructure to enable mass, inclusive cycling in the Borough (as we have used to develop the Sheffield Road proposals, which could be a first step) indicates a BCR of between 4 to 8 could be achieved even with costs of £¾ billion pounds over 20 years.

Whilst this should be regarded as a high level, rough estimate, subject to significant uncertainty, we feel this affords additional comfort to justify promoting the scheme not withstanding is poor BCR when the scheme is considered in isolation, provided that SCR feels it is able to support us in our approach.

An updated view on the RMBC position in this respect of the economically weaker parts of the package will be provided at FBC, once costs and benefits are refined.

Max. 200 words

4.8 – Is this project a phase or component of another transport scheme either in progress or planned?	**Yes**	**No**
		✓

4.9 – If this is a phase or component, what is the total <u>public sector</u> contribution (from all sources) requested for all phases?		Not applicable
4.10 – Please indicate if you have modelled any of these impacts:	**Yes/No**	**Model Used**
Highway re-assignment	No	
Junction operation	Yes	Bovy's formulae
Public Transport re-assignment	No	
Demand / Mode shift	No	
Journey Time and Cost Savings	No	
Decongestion	Yes	AMAT
Improved reliability	No	
Increased Safety	Yes	AMAT
Improved Journey Ambience	Yes	AMAT
Improved Local Air Quality	Yes	AMAT
Noise	Yes	AMAT
Health / Mortality	Yes	AMAT
Impact on disadvantaged groups	No	
Agglomeration, Imperfect competition, more productive jobs	No	
Change in Land Use	No	
Active Modes	Yes	AMAT
Other (please specify)	Road casualty impacts related to the infrastructure (as opposed to modal shift benefit accounted for by AMAT) have not been monetised at this point. Cycle collisions could increase – whilst the level of risk may be reduced by the proposals, this may be more than offset by increased exposure (i.e. increased cycle traffic). There will be public realm uplifts associated with Frederick St, Forge Island and Westgate but these have not been monetised at this stage. These additional benefits would increase the existing 'high' BCRs.	

PART 2 - SUMMARY OF MODELLING AND APPRAISAL APPROACH		
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 to OBC submission as **Appendix Three**
Distributional Impact (DIA)	**No**	
Environmental Impact scoping/assessment (EIA/S)	**No**	
Wider Impacts (WI)	**No**	
Appraisal Summary Table (AST)	**No**	

4.12 – What years did you model for the:	**Base Year**	**2019**
	Opening Year	**2022**
	Future Year/s	**2052 / 2070**

4.13 – Summarise briefly how the base year demand was estimated

Sheffield Road – pedal cycle AADT was taken from an existing ATC on Sheffield Road for latest full year for which data is available (2017). 0.75% p.a. background growth (per default AMAT assumptions) was applied to adjust to 2019 levels. For the part of the scheme for which additional pedestrian benefits are monetised, the annual 12 hour cordon count value at Westgate was growthed to 24 hours by a factor of 1.099 to provide an estimate of demand.

Potential abstraction from the parallel canal towpath route (especially during the Winter months) was considered. However, it is thought that any abstraction could provide a resilience in existing 'growth' factors applied as opposed to increased future use figures artificially. To provide a robust assessment, we did not account for this abstraction specifically, because the two sources for uplift did not appear to account for abstraction, and because AMAT would report benefits presuming the trips were not abstracting but new. This would have risked double-counting some benefits.

Frederick Street – AADT pedestrian flows for 2019 were taken from an automatic footfall counter at Fitzwilliam Street at the eastern extent of the scheme. 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'.

Forge Island – pedestrian traffic is taken from a footfall count undertaken Tues 14th May 2019. 0.75% p.a. background growth (per default AMAT assumptions) was applied to adjust to 2019 levels.

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

4.14 – Summarise the work done to calibrate and validate the model in the area of influence of your scheme.

Not applicable to AMAT *Max 300 words - this can be a reference to a section of an appendix*

4.15 - How have future year's demands been estimated in the Do Minimum case?

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.

Increase in usage in the 'do-something' case is based on a similar walking improvement scheme that increased footfall by an average of 120% at weekends and 12% during the week. This scheme, at Wet Moor Lane, Manvers consisted of the widening, resurfacing and re-lighting works on a 340m long shared path connecting residential areas and mixed-use development including retail and food & beverage establishments, and providing onward links to employment areas – broadly similar land uses as to the existing (and proposed) situation in the area served by the proposed projects. As such this is considered representative of the likely impacts of similar works as proposed, that is applicable in the Rotherham context. 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.

Frederick Street - Scheme costs include 10% percentage risk allowance in line with landscape architecture industry practice. The project risk register is shown in **Appendix Four.**

Forge Island Footbridge – As delivery cost risk sits with the Council's private sector delivery partner, public sector cost risk for this project is taken to be zero. However, should the private sector funds not come forward within the TCF programme delivery dates, there will be an additional £290k ask from the TCF programme. Either way, the intention is to deliver the bridge by March 2023.

Sheffield Road cycle scheme - Scheme costs include a risk allowance based on a quantified risk assessment proportionate to the stage of development for the scheme. Note the HMCF contribution has been excluded from scheme costs for the purposes of economic appraisal, as the entirety of the cycling infrastructure outputs are delivered utilising the TCF funding (as part of a combined scheme). The project risk register is shown in **Appendix Five.**

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*

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 15% for Frederick Street and Sheffield Road, and 44% for Forge Island Footbridge. *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'
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.

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

Scenario	PVB	PVC	BCR
HIGH	37,875	7,033	5.4
CORE	21,596	7,033	3.1
LOW	5,326	7,033	0.8

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 PVC to exceed PVB. By interpolation, usage would need to be 12% less than the core forecast for the package BCR to fall below 2.0, and 23% lower for the package BCR to fall below 1.0.

Because there is considerable risk associated with lack of agreement with SCR (at time of drafting) in respect of the Sheffield Road scheme, and that some elements associated with these discussions are the least developed part of the package, there may be significant variation in costs and benefits depending on how these are resolved. As a sensitivity test to consider this risk, five scenarios are tested, with economic outputs summarised in the table below -

- **Core** includes a risk line based on P50 static mean risk
- **Base** – as core, but without the risk allowance
- **High cost** – with an estimate assuming worst case costs, based on high level estimates, and an increased optimism bias of 44% reflecting lack of scheme development
- **Reserve** – a back-up position including pedestrian improvements on the Westgate section but no cycling improvements (i.e. Option C)
- **Reduce** – a scenario in which none of the Sheffield Road works are progressed.

Journey time or quality impacts on either benefits, or on forecasts for active travel uplift, have not been considered for any of these sensitivity tests as they have not been considered generally. The specific AMAT forms for the Sheffield Road sensitivity scenarios are shown in **Appendix Six.**

		Town centre package			Sheffield Rd only
Scenario	**SCR ask**	**PVB**	**PVC**	**BCR**	**BCR**
CORE	9,306	21,595	7,033	3.1	0.8
BASE	8,589	21,596	6,512	3.3	0.9
HIGH COST	9,794	21,596	9,506	2.3	0.6
RESERVE	3,925	19,927	2,749	7.0	1.8
REDUCE	1,400	17,172	1,575	10.9	n/a

SCR ask, PVB and PVC given in £ thousands

As a further sensitivity test, a combined route BCR (considering the combined effect of the Sheffield and Rotherham proposals) will be provided at FBC, subject to the SCC proposals being suitable developed at that point.

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	21,122	7,099	3.0
CORE	21,596	7,033	3.1

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 forms for the COVID scenarios are shown in **Appendix Seven.**

Comparing September 2020 with 2018, observations at the Sheffield Road ATC indicate falls in weekday and average day traffic of 16% and 17% respectively, with a steeper reduction of 27% in the AM peak. Pedal cycle traffic on weekdays and average day fell 19% and 16% respectively. These falls are greater than the ~10% reduction in road traffic, and the ~25% increase in cycling, observed generally in the Borough in this period. An explanation for this may be that Sheffield Road is particularly impacted by changes in commuting behaviour and/or economic activity, given predominantly employment land use in the vicinity. This might suggest the case for the scheme may be relatively vulnerable to increased teleworking and/or reduced economic activity, should either continue to remain factors into the longer term – but it appears unlikely this would be extent of the 'low demand' scenario considered in section 4.19.

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.

Not applicable at this point. It is envisaged a joint appraisal will be provided at FBC to consider an additional benefits that may be dependent on TCF proposals for cycle routes between the Borough boundary and Meadowhall, and the proposed tram-train stop at Magna.

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

PART 3 – VALUE FOR MONEY			
4.22 - Economic Benefits **What are the appraisal results for your preferred option?** *[Please take these from your TEE, PA, AMCB and AST tables for the core scenario.]*	**Qualitative**	**Quantitative**	**Monetised (discounted and deflated to 2010 market present values and prices)**
Transport Economic Efficiency benefits			£ Nil
Other monetised benefits			£ 21,635,769[1]
Indirect Tax change			-£ 39,941
Wider impacts (no land use change)			£ Nil
Total PVB			£ 21,595,828
Other non-monetised impacts	n/a	n/a	
Base (Public sector) costs			£ 4,339,397
Residual Risks			£ 1,776,482
Optimism bias			£ 917,382
Total PVC *(Explain Risk and OB assumptions in 5.19 and 5.21)*			£ 7,033,261
Core BCR		**3.1**	
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	Each scheme has negligible impact. The more significant impacts are expected on Westgate, with slight benefit expected from reduced traffic volumes and speeds, but likely offset by the impact of vertical traffic calming.	Neutral
2. Local Air Quality	Each scheme has negligible impact (included in monetised benefits).	Neutral

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

3. Greenhouse Gases	Each scheme has negligible impact (included in monetised benefits).	Neutral
4. Landscape	Each scheme is wholly in an urban area with negligible impact on landscape	Neutral
5. Townscape	Each scheme incorporates improvements to the public realm.	Slight Beneficial
6. Heritage of historic resources	Each scheme has no local impact.	Neutral
7. Biodiversity	Each scheme has no local impact.	Neutral
8. Water environment	Each 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?
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?

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.

Frederick Street
The scheme is to be delivered by the Council's internal delivery team. As such, no procurement process is required

Forge Island Footbridge
Muse will act as developer for the bridge; once constructed, ownership and responsibility for its upkeep will rest with RMBC.

With regard to contractor procurement, Muse will create a shortlist of contractors which have been financially verified prior to approach.

Muse will then ask the shortlist of potential contractors to provide their relevant experience, insurance and current H&S records, with references of appropriate staff they would propose for verification prior to formal tenders being issued during a pre-qualification exercise. These responses would be scored jointly by RMBC Muse and relevant members of the consultant team. Once verified, tenders would be issued to four of five contractors (depending on financial heath and the response to a pre-qualification exercise led by Muse). Each contractor would be met during this time to gauge their interest and capability.

The tender itself would be a cost / quality return, to which RMBC, Muse and relevant members of the consultant team would prepare independent scores on the quality return. Mid-tender interviews would be held for technical review. Post tender interview may be held to allow the contractor to present their proposals.

A verification meeting would then be held to review these, while the QS reviews the cost returns. Once a verified cost report on each contractor is produced, a meeting would be held with each one to review commercial and contractual matters for compliance with the development brief.

Following this, the CA and QS would then make their recommendation of appointment.

Should the delivery fall to RMBC, based on recent experience, the bridge is expected to be delivered through the use of existing frameworks available to RMBC, including the YorCivils and MHA frameworks. This will be confirmed at Full Business Case.

Sheffield Road
Phase 1 (Templeborough) is to be delivered by the Council's internal delivery team, as part of the Highways Maintenance Challenge Fund project.

Later phases will either be delivered by the Council's internal delivery team, or alternatively by direct appointment through existing frameworks available to RMBC, including the YorCivils and MHA frameworks. This will be confirmed at Full Business Case. The scheme may be broken into phases to be delivered by different contractors should this prove advantageous.

[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, 10% risk allowance has been allowed in line with Landscape Architecture industry practice. 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 will be confirmed within FBCs. If this is not feasible, if the FHSF is not successful, the bid value will be met by RMBC. However, it must be noted that there is an opportunity cost here – which (although will ensure the Frederick Street scheme will be delivered) will reduce the overall spend on the Town Centre regeneration. A project level risk register is included as **Appendix Four**

For Forge Island Footbridge, cost risk lies with the Council's private sector delivery partner. Should the private sector funds not come forward within the TCF programme delivery dates, there will be a review of available local sources (including any subsequent local transport funds managed through SCR) available at the time or there will be an additional £290k ask from the TCF programme. Depending on the final design solutions on other elements of the same package, the value may be freed up from elsewhere within this TCF package. The preferred option is private sector investment, but the key decision date on who with implement the bridge is Summer 2022

Design development has identified £1.6m of additional costs on the Sheffield Road scheme, associated with improvements to the design identified since SOBC. As a key risk identified as part of the £16m allocated to cover TCF programme level risks, this OBC acts as a request to utilize some of this risk pot. For Sheffield Road, a Quantified Risk Assessment has also been prepared (**Appendix Five)**, and a risk allowance included in the financial case, which includes lines making an allowance for foreseeable additional costs.

Any further and/or unforeseeable overspend will be underwritten by RMBC.
[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).

(Not yet applicable)

[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.
Projects currently expected to be delivered internally by RMBC, but any additional information from MUSE (who will use subcontractors for their lead on the delivery of the bridge) linked to the delivery of the Forge Island Bridge will be provided at FBC. *[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?
The current funding package shows Forge Island Footbridge is dependent upon the Council's delivery partner, Muse Developments Ltd. RMBC is in contract with the partner. The scheme is dependent on financial viability of the wider Forge Island development; discussion are ongoing to secure tenants, which is required by July 2022 per current programme. However, should the private sector funds not come forward within the TCF programme delivery dates, there will be an additional £290k ask from the TCF programme. This may be achieved through a reprofiling of allocations within this package at FBC. Muse will act as developer for the bridge; once constructed, ownership and responsibility for its upkeep will rest with RMBC. *[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?

6 - FINANCIAL CASE

6.1 – COSTS

Provide the full scheme costs. Where appropriate include the risk weighting for line items.

[Please provide a breakdown of Total Cost and SCR Funding requirement (add more lines if necessary)]

Cost Category	£ SCR	£ Other	£ Total
Preparatory Costs (costs incurred to reach award of contract / funding agreement)	£ 728,663	£ 216,500	£ 945,163
Professional Fees	£ 445,663	£ 33,052	£ 478,685
Acquisition of Land or Buildings	£ Nil	£ Nil	£ Nil
Site Remediation	£ Nil	£ Nil	£ Nil
Delivery Costs - Works / Building and Construction	£4,705,535	£ 1,257,120	£ 5,962,655
Delivery Costs - Revenue Activity	£ Nil	£ Nil	£ Nil
Vehicles, Plant, Equipment	£ Nil	£ Nil	£ Nil
Risk Allowance / Contingency	£ 3,049,796	£ 31,880	£ 3,081,676
Inflation	£ 376.481	£ 89,966	£ 466,447
Post-Delivery Maintenance Costs	£ Nil	£ Nil	£ Nil
Other (please specify)	£ Nil	£ Nil	£ Nil
Total *[Please ensure this agrees with section 1.2]*	**£ 9,306,108**	**£ 1,628,518**	**£ 10,934,626**

Degree of certainty of cost estimates		*30% (early estimate of costs based on schemes of a similar nature)* *60% (Scheme designed and initial cost estimated based on specific requirements / details of this project).* *75% (Scheme designed in details and costs reviewed by appropriate independent assessor)* *95% (Procurement complete and costs based on tender prices)*
%	30-60	

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 (£)
Topographic survey	For Frederick Street scheme	2,650
Design fees	For Frederick Street scheme	30,000
Trial pits/ investigations	For Frederick Street scheme	5,000
Electricity connection	For Frederick Street scheme	10,000
Proof of concept[2]	Templeborough section of Sheffield Road	800,000
Design fees	For Sheffield Road scheme	353,040
Topographic survey	For Sheffield Road scheme	30,000
Traffic surveys	For Sheffield Road scheme	10,000
	Eligible Cost Total	**1,240,690[3]**

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 *[Add additional columns if multiple funds from same organisation]*	**SCR**		**Other Public**		**Other European** *[Specify the actual funding stream]*		**Private** *[Specify the actual funding stream]*		**Total £'000**	
	Cap	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**
Funding Status *1 confirmed in writing 2 applied for 3 to be determined 4 conditions apply*	2		2				2			
2020/21	1,198		1,339[4]						2,537	

[2] To be evaluated based onsite observations to evaluate user behaviour / response, engineering feedback and contact with frontagers

[3] These are development costs of the project from OBC to FBC

[4] Includes £419k bid from Future High Streets Fund (FHSF) contribution to Frederick St, £800k from DfT Local Highways Maintenance Challenge and £120k from LTP investment from RMBC. If the FHSF is not successful, this value will be met by RMBC. However, It must be noted that there is an opportunity cost here – which (although will ensure the Frederick Street scheme will be delivered) will reduce the overall spend on the Town Centre regeneration

2021/22	2,518						200[5]		2,718	
2022/23	5,591						90		5,860	
2023/24										
Future Years (2024/25 onwards)	2023 is the final year SCR will receive TCF allocations.									
Total	**9,306**		**1,339**				**290**		**10,934**	
% of SCR funding by total cost			85%							

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.

Costs for the schemes have been estimated from feasibility design drawings, informed by outturn costs for similar previous schemes in Rotherham town centre. A refined cost will be prepared to be based on the completed detailed design and agree target price with the internal delivery service and be presented in the FBC.

[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 costs increasing beyond those forecasts, RMBC may seek reprofiling of the RMBC share of the TCF programme to accommodate variances in cost. This will be confirmed within FBCs. Any further and/or unforeseeable overspend will be underwritten by RMBC.

[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]

[5] Should the £200k in 21/22 and £90 in 22/23 private sector funds not come forward within the TCF programme delivery dates, there will be an additional £290k ask from the TCF programme. This may be achieved through a reprofiling of allocations within this package at FBC

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?

7 - MANAGEMENT CASE

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.

Please note, if your application is successful, SCR will monitor the project against these milestones for the duration of the works.

Key Milestones	Any Dependencies	Date
All Funding Secured – Forge Island	Dependent on development viability	July 2022
All Funding Secured – Frederick Street	Current funding package shows fependent on Future High Streets Fund award[6].	March 2021[7]
All Funding Secured – Sheffield Road cycle scheme		June 2021
Cabinet / Other External Approvals		February 2021
Procurement Complete		March 2022
Statutory Processes Complete – Frederick Street	An existing experimental TRO is in place admitting cyclists outside of peak pedestrian periods. A permanent TRO will be required to admit cyclists at all times.	November 2021
Statutory Processes Complete – Forge Island	Planning consent is in place	Not applicable
Statutory Processes Complete – Sheffield Road	Traffic regulation, speed limit orders and road hump notices required	May 2022
Land Acquisition Complete		Not applicable
Evaluation Report - Mid Term Review		September 2021
Start on site – Frederick Street		March 2021
Start on site – Forge Island		July 2022
Start on site – Sheffield Road		November 2021
Scheme opening – Frederick Street		August 2021
Scheme Opening – Forge Island		November 2022
Scheme Opening – Sheffield Road		April 2023

[6] If the FHSF is not successful, the £419k value will be met by RMBC. However, it must be noted that there is an opportunity cost here – which (although will ensure the Frederick Street scheme will be delivered) will reduce the overall spend on the Town Centre regeneration
[7] MCA meeting date

Evaluation Report - Process Evaluation		September 2023
Evaluation Report - Outcome Evaluation		March 2026

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.

Works have commenced on Sheffield Road, from September 2020, as part of the aligned Highways Maintenance Challenge Fund scheme. This 'proof of concept' element will initially funded using local resources with the expectation that the cost will be reclaimed from TCF once FBC approval is obtained

Remaining elements of Sheffield Road are anticipated to commence no later than November 2021. Current programme suggests timescales for design and procurement may allow a possibility to bring forward commencement of phases of the works, although SCR governance process is an obstacle to phased delivery.

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.

Forge Island Footbridge is programmed to commence from July 2022. Planning consent is in place for the scheme.

[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)]

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	In place where required
CPOs	Not applicable
Public Consultation	Complete July 2021
Public Inquiry	Not applicable
Traffic Regulation Orders	Phased process, all in place by May 2022
Transport and Works Act	Not applicable
Public Sector Match Funding	Announcement expected October 2020
Private Sector Match Funding	Development dependent on securing tenants – forecast February 2022
Procurement Contracts	Forecast secured by September 2021
Revenue Funds	Not applicable

Partnership Agreement	Not applicable
Traffic signs authorisations	Likely to be required – anticipated secured by June 2021

7.4 - What needs to be undertaken to be 'delivery ready' (e.g. project management arrangements, recruitment, governance structures etc.)

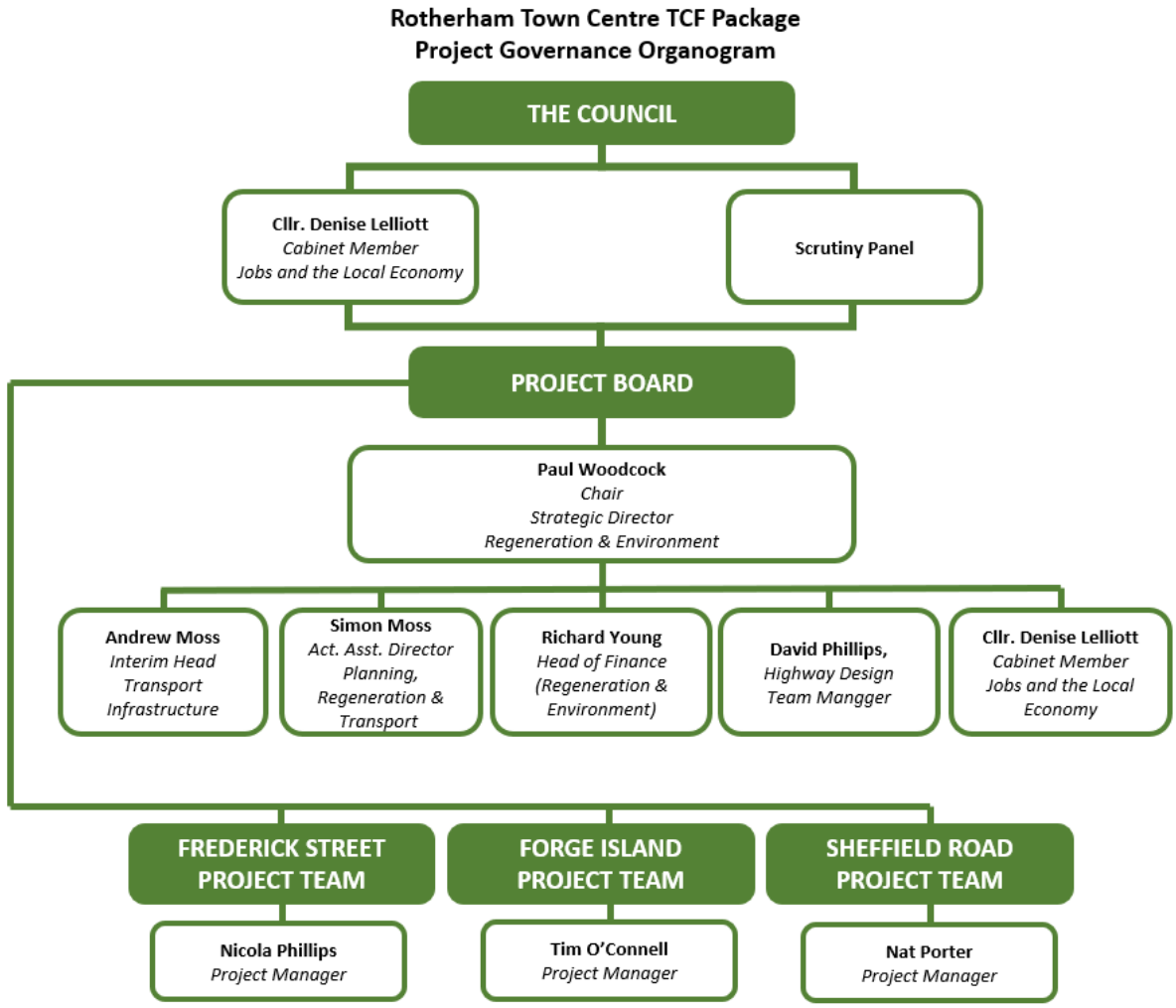
RMBC resources are to be supplemented through collaboration with specialist transport consultancies, procured through existing frameworks. This will allow expertise to be brought in at key points in the programme, without unnecessary pressure on internal staffing budgets.

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.

[Please include any programme/project management methodologies that will be followed. – maximum 300 words]

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.



Senior Responsible Owner: Paul Woodcock - Strategic Director Regeneration and Environment
Project Manager (Sheffield Road): Nat Porter, Senior Transport Planner
Project Manager (Frederick Street): Nicola Phillips, Project Officer
Project Manager (Forge Island): Tim O'Connell, Head, Rotherham Investment & Development Office
Procurement Manager: Jo Kirk, Senior Procurement Category Manager

The use of an existing Project Board (Major Schemes Project Board) will oversee the effective, efficient and time sensitive delivery of the scheme. The Project Board will have the responsibility for the overall achievement of project objectives and be empowered with the necessary decision making authority to guide direction and management of the project. Through the appointment of a Project Manager, the day to day supervision of the project will be secured with the assistance of the project team.

The Project Board will be chaired by the SRO (Paul Woodcock - Strategic Director Regeneration and Environment) and consist of a senior individuals including the Project Manager. Collectively, they will monitor and control progress against financial targets and construction milestones. The Project Board will provide regular updates and report to the Cabinet Member for Regeneration and Development. This structure and process of decision making is consistent with the approach adopted on all other major infrastructural construction schemes.

Additionally, RMBC will be represented at liaison meetings with both SCC and SYPTE teams working on the Meadowhall – Tinsley – Magna and Magna Tram-Train projects. This will ensure the three projects are co-ordinated.

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. In the case of Sheffield Road and Frederick Street, the improvements will be protected for public use by virtue of being public highway. In the case of Forge Island footbridge, the bridge and its approaches will remain in the ownership of RMBC and will be remain open to the public as a permissive path. RMBC has no intention of gating the bridge or it approaches and would have no foreseeable cause to do so given the adverse impact on town centre connectivity that would result.
[Please provide justification for why the scheme is State Aid exempt]

7.8 - RISK MANAGEMENT

Project level risk logs are included for the Frederick Street scheme (Appendix Four), Sheffield Road scheme (Appendix Five). A risk register (owned by Muse) for the Forge Island development (including but not limited to the footbridge) is included as Appendix Eight. The risk of Muse not delivering the bridge in time is owned by RMBC, managed by RIDO. The key decision point on whether the bridge is delivered by Muse or RMBC is Summer 2022

The total risk allocation for the package is circa £3.1m.

7.9 - Confirm the total value of risk / contingency included in the cost plan and the % of total cost.			
Total Risk	**£ 3,081,676**	**% of Total Cost**	28%

7.10 - Top 5 Risks on Risk Log

Risk *[State the risk and identify both its probability and impact on a scale of high-medium-low]*	**Mitigation** *[State how you will mitigate the risk]*	**Owner** *[State who is responsible for mitigating this risk]*
Narrow & substandard traffic lanes and footways on part of Sheffield Road likely to be raised at Road Safety Audit with no alternatives available	Ensure robust consideration of any road safety audit concerns, informed by all available evidence and design guidance, corroborated across multiple sources where possible.	N. Porter
Unforeseen utility works	Timely issue of NRSWA notices. Continuous review of utility locations supplemented with trial pits at critical locations and ground penetrating radar surveys during works lead in.	D. Phillips
Risk of project meeting active travel design standards	Continued liasion with SCR Active Travel office. Feedback to TCF Programme Board and escalation within SCR should a 'logjam' occur. RMBC to prepare for appraisal a reduced scheme to deliver majority of benefits whilst avoid areas of contention, as a back-up plan.	A. Moss
Works cost not tested	Development of design with updated cost plan produced at each gateway	D. Phillips
Additional and/or extended tarmac layers at tie-ins or within scheme where lower layers to be retained (Assumptions re: existing build up / infrastructure prove to be optimistic, or where more extensive resurfacing required)	No mitigation expected	D. Phillips

some7.11 - 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	Positive engagement and support for the scheme.	Quarterly update on progress
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
Public and Businesses	Formal consultation through a public engagement process.	Scheme specific engagement has not been carried due to the need to manage expectation in case bid is not taken approved. The exception to this being for the first phase of the Sheffield Road proposals, a letter drop having been undertaken October 2020.	Statutory TRO process, plus letter drop with opportunity to respond by e-mail. Street notices will include a high-level plan of proposals with contact details for further information. Consultation process will be reviewed to explore opportunities to improve public engagement should the public health situation allow this. This will include exploring avenues for 'virtual' or digital consultation.
Bus Operators	Meetings and one to one discussion	Bus operators aware of the scheme through regular dialogue at the Rotherham Bus Partnership (RBP).	Report progress through RBP

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.
Statutory TRO consultees	Due process under LATO(E&W)(P)R	None to date.	Statutory process in line with regulations and local process.
South Yorkshire Police	Technical advice in respect of hostile vehicle mitigation	Feedback is informing development of designs	Ongoing liaison as design is developed

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 once this is confirmed. RMBC are working with SCR in the production of that document.

[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)

Future High Streets Fund
Monitoring and evaluation requirement will be published by MHCLG in due course.

Highways Maintenance Challenge Fund
The Council was awarded a grant from the Department for Transport to carry out the extensive maintenance of the A6178 Sheffield Road, Templeborough. The Council is required quarterly to submit to the DfT a Section 31 Grant & Progress Monitoring Form detailing the scheme delivery and budget spend for this Highways Maintenance Challenge Fund Tranche 2B scheme.

[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 ATC site capable of counting cycles on Sheffield Road at Templeborough, and an automatic footfall counter at Effingham Square (the eastern end of Frederick Street). Counts will be conducted one and five years post completion to measure the impact of the scheme on improving travel by active modes. This will provide the evidence to monitor the SMART objective. 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). Further information on impact evaluation will be provided as appropriate at Full Business Case stage, with reference to the programme Monitoring and Evaluation Plan once that is agreed.
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?

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 and Environment
Date:	19th October, 2020

Counter signatory – Director of Finance	
Name:	Richard Young
Role:	Head of Finance (Regeneration & Environment)
Date:	19th October, 2020

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

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.