

Outline/Full Business Case



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1 - SCHEME DETAILS	
1.1 - SCHEME & APPLICANT'S INFORMATION	
Scheme Name:	Manvers to Wath cycle route <i>[The official name of the scheme]</i>
Scheme Location/ Address, including Post Code and Local Authority Area:	Wath upon Dearne Rotherham, S63. <i>[Provide full details of the scheme location, including address, postcode and Local Authority area(s) - in addition please also append a site map/ plan]</i>
Applicant Organisation, Size & Company Registration Number (if applicable):	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham S60 1AE Large <i>[The full (legal and official) name, address, size (S/M/L) and registration number (if applicable) of the applicant organisation – this is the organisation who will receive any funds]</i>
Contact Name and Role:	Mr Nathaniel Porter Senior Transport Planner <i>[Provide details of the project lead for this scheme within your organisation]</i>
Address:	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham Metropolitan Borough Council S60 1AE <i>[Address details for the project lead]</i>
Email:	nat.porter@rotherham.gov.uk <i>[E-mail address details for the project lead]</i>
Telephone:	01709 254377 <i>[Telephone number for the project lead]</i>
Other Delivery Partners and Roles:	Not applicable <i>[Provide details of other delivery partners and their role(s) in the delivery of the scheme]</i>
1.2 - FINANCIAL SUMMARY	
A - Total Scheme Cost (£)	£ 429,899 <i>[Provide total scheme costs - (B+C+F=A)]</i>
B - Total Private Investment (£):	£ Nil <i>[Provide details of total private investment secured or anticipated]</i>

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C - Total Other Public Sector Investment (Non-SCR Funding) (£):	£ Nil <i>[Provide details of total other public sector investment secured or anticipated]</i>
D - SCR Grant Funding Sought (£):	£ 429,899 <i>[Provide details of the total SCR grant funding sought – i.e. non-recoverable]</i>
E - Total SCR Funding Sought (£):	£ 429,899 <i>[Provide details of the total SCR funding sought – (D+E=F)]</i>
F - SCR as % of Total Scheme Investment (G=F/A):	100% <i>[(G=F/A)]</i>
1.3 - Please provide an update on any key changes and developments since the submission of the Strategic Outline Business Case	
Preliminary designs have been progressed and cost estimates reviewed. <i>[This includes total project cost, SCR funding request key dates and milestones, spend profiles, progress with other funding applications and any other material changes relevant to this scheme – maximum 200 words]</i>	

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	April 2021	December 2020	Review of resource planning
Full Business Case	February 2022	May 2021	Consequential
Full Approval and Contract Award	March 2022	August 2021	Consequential
Start on Site / Begin Delivery	March 2022	August 2021	Consequential
Completion of Delivery/Outputs	May 2022	January 2022	Consequential
Completion of Outcomes	May 2022	January 2022	Consequential
Project Evaluation	June 2023	January 2023	Consequential

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 high quality, direct cycle route between the A.633 Manvers Way and Wath Town Centre. The route will consist of an off road section between Manvers Way and Moor Road with a bi-directional cycle track. The track will join Moor Road at its northern end. It is proposed to introduce a short one-way section of road at the southern end of Moor Road from the junction with the B.6097 Biscay Way to accommodate tie-ins for cycling infrastructure and to simplify operation of traffic signals.

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The cycle route will continue via a dedicated cycle crossing across Biscay Way. The cycle track will then join Moor Road to the south of Biscay Way leading directly into Wath Town Centre. A new signal-controlled crossing of Biscay Way for pedestrians will also be provided as part of the scheme.

The proposal is illustrated on the drawing included as **Appendix One**. A plan showing the location of the scheme in its wider context is included as **Appendix Six**.

[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 pay for:

- The preparation costs in relation to the design development of the preferred option. This will include both preliminary design, detailed design and related scheme promotion and consultation material.
- The construction of the scheme including:
 - A 3m wide and approximately 125m long bi-directional cycle track between the A.633 Manvers Way and the northern end of Moor Road.
 - A one way section of road approximately 40m long at the southern end of Moor Road from the junction of the B.6097 Biscay Way.
 - A 3m wide bi-directional cycle track approximately 40m long at the southern end of Moor Road.
 - Signalised pedestrian and cycle crossings across the B.6097 Biscay Way.
 - A 3m wide cycle track 10 m long between the B.6097 Biscay Way and Moor Road to the south.

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

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3 - STRATEGIC CASE

PART 1 - SCHEME RATIONALE

3.1 - What opportunities or barriers will this scheme unlock?

The scheme forms part of the Dearne Valley Corridor identified by Sheffield City Region as both a growth area and as an area of transport poverty in the Strategic Outline Business Case. This corridor links the districts of Rotherham, Barnsley and Doncaster, providing significant employment and housing growth opportunities.

There has been major development in the Manvers area of the Dearne Valley, since to the closure of former coal mines, with the introduction of major employment and more recently residential sites. Indeed Manvers is one of the largest employment areas within Rotherham. Many of the employers draw in local labour from the surrounding Dearne Towns such as Wath upon Dearne.

Despite the employment opportunities access to Manvers by public transport is poor with limited bus services, which often do not coincide with shift start and finish times, particularly early in the morning or late at night. Car ownership amongst many of the communities in the Dearne Valley, including Wath upon Dearne, is also low.

Cycle infrastructure along Manvers Way which serves Manvers from west to east is of good quality, though there are very few high quality cycle routes to the Dearne towns to the north and south such as Wath upon Dearne. Indeed the only direct route to Wath upon Dearne from Manvers is along the A.633 which is heavily trafficked, and not attractive to cyclists, particularly new cyclists.

A high quality, direct cycle route from Manvers Way along Moor Road will provide much needed sustainable access for local residents and workers between the key employment site of Manvers and Wath upon Dearne via Manvers Way. Improved access by bike will also directly provide for a significant proportion of shorter trips currently made by car along the corridor, as well as potential new trips related to new development within this corridor. Furthermore shorter trips converted to bike can be expected to provide capacity to absorb additional car trips of longer distance that can be expected to be generated as a consequence of local and regional growth aspirations, with reduced adverse congestion and environmental impacts.

Biscay Way also acts a barrier for pedestrians wishing to access shops and other facilities in Wath town centre, and in developments to the north. The scheme will mitigate for this severance.

[What is the rationale for public sector investment in this project. Please specify if it relates to a current or anticipated future problem or a mix of these.

Detail the opportunities/barriers that have been identified, supported by sufficient evidence. Please consider the SOBC submission to frame your evidence. – maximum 500 words]

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)

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https://sheffieldcityregion.org.uk/explore/our-strategic-economic-plan-in-support-of-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 Manvers to Wath Cycle Route will contribute towards these.

Table 1:

Transport Strategy Goals	Mayoral Commitments	Transport Strategy Policies
1. Residents and businesses connected to economic opportunity	<p>I will develop a plan for road investment that takes a co-ordinated long-term perspective</p> <p>I will actively support improved public transport connections to Doncaster Sheffield Airport</p> <p>I will develop a plan for road investment that takes a co-ordinated long-term perspective</p>	<ol style="list-style-type: none"> 1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this 2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this 3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision
2. A cleaner and greener Sheffield City Region	<p>I will undertake a review of the bus network in South Yorkshire, to look at all options for improving local bus service</p>	<ol style="list-style-type: none"> 4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs 5. Lead the way towards a low carbon transport network, including a zero-carbon public transport network 6. Work in tandem with the planning and development community to create attractive places
3. Safe, reliable and accessible transport network	<p>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 travel easily, confidently and affordably</p>	<ol style="list-style-type: none"> 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. 8. Ensure our transport network offers sustainable and inclusive access for all to

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	<p>I will put pedestrians and cyclists at the centre of our transport plans</p> <p>I will ensure that safety is planned into all future transport investment and that road safety education initiatives are prioritised</p>	<p>local services, employment opportunities and our green and recreational spaces</p> <p>9. Ensure our transport network offers sustainable and inclusive access for all local services, employment opportunities and our green and recreational spaces.</p>
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There is close alignment between the goals and policies outlined above, to the Manvers Way to Wath centre scheme. This is set out in Table 2 below.

Table 2:

Goal	Policy	Link to Mavers Way to Wath 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 scheme will invest in an integrated package of infrastructure for active travel, which will serve future sustainable economic growth in the Dearne Valley growth area.
2	4	The scheme 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 scheme will make a minor contribution to 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.
3	7	The scheme is designed to ensure people feel safe when they travel in providing an alternative to heavily trafficked roads.
3	8	<p>Reducing the reliance on private transport, encouraging people to choose greener and healthier forms of transport both for existing journeys and new journeys stemming from investment in the City Region.</p> <p>Investing over a sustained period in high quality cycling and walking infrastructure that better connects homes, transport interchanges, education, employment and recreational opportunities using safer, direct and convenient routes.</p> <p>Removes barriers to walking and cycling and identifies the infrastructure required to encourage more trips by bike or on foot.</p>
3	9	The scheme will ensure sustainable and inclusive access to employment opportunities within the Manvers area, which is identified as an area of transport poverty.

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;

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

Rotherham Local Plan

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

- The scheme will support investment in the Dearne Valley, creating the best opportunities for economic and residential growth. This will contribute towards creating an attractive environment for businesses and residents.
- The scheme will improve travel options within a key growth area.
- The scheme supports policy CS14 to improve accessibility and manage demand for travel by *inter alia* enabling walking and cycling

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Rotherham Transport Strategy

The scheme is aligned to the key objectives and actions in the Rotherham Transport Strategy, generally to encourage active travel and specifically to implement fast and direct links for active travel between centres, in this case to and between Wath upon Deane and Manvers.

DfT Transport Investment Strategy 2017

The Transport Investment Strategy sets out the Government's 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 such as walking and cycling); and,
- Improve accessibility to major employment centres (in this case, Manvers).

Sheffield City Region 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 Dearne Valley).

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.

[Refer to the appropriate policies and how the scheme complies with these – maximum 350 words]

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 scheme or its economic outputs is dependent upon any other project or investment.

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

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

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If this project does not secure Sheffield City Region investment it will not be implemented within the timescales envisaged. The project is dependent upon funding from the Transforming Cities Fund. 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. To be specific, this includes improvements to congestion, accidents, local air quality, health, noise and journey ambience as recorded through the AMAT process'

([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 of pedestrians are objectively quantifiable. Without the scheme, the transport user benefits are unlikely to materialise and therefore the number of cyclists using the infrastructure will be a very tangible measured benefit of the project. The scheme is realistic in that similar high quality cycling infrastructure in other locations has proven to increase the number of cyclists. The scheme 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 at OBC being of an increase in daily cycle trips from 78 to 117.

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. It is intended additional survey information, specifically counts of pedestrians and of cyclists, will be collated in advance of FBC, assuming the public health situation allows for representative counts to be taken.

This objective will be refined and will be aligned with the programme level monitoring and evaluation plan once it has been agreed at SCR Transport and Environment Board.

[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?

The construction of the crossing may result in disruption to the operation of Biscay Way and Moor Road. There will be some negative environmental impacts in relation to the extraction and

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transportation of materials for the scheme and with the construction of the scheme. These impacts are considered to be typical for a scheme of this scale.

There will be a small amount of delay to traffic travelling along Biscay Way when the cycle crossing is in use, though this is unlikely to have any significant impact on congestion or material impact on journey times. Use of selective vehicle detection (or similar) to protect public transport journey times and reliability will be explored as part of the detailed design of the scheme.

There are potential adverse consequences associated with modal shift. Again, these are not considered to be atypical for schemes of this type or scale, and are likely small on account of the scale of the proposed scheme. 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 A. Do Minimum.	No action
Option B. Viable alternative option 1.	Widen existing path between Manvers Way and Moor Road to provide a shared use footway. No other works.
Option C. Viable alternative option 2.	Cycle track between Manvers Way and Moor Road. No other works.
Option D. Preferred way forward.	Cycle track between Manvers Way and Moor Road. Short one way section on Moor Road and dedicated cycle crossing across Biscay Way.

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[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	Expected Outcomes compared to Base Do Min
	<i>[Qualify - max 50 words per option]</i>	<i>[Qualify - max 50 words per option]</i>
Option A (Do Minimum)	<p>Budget saving.</p> <p>Supporting economic growth and air quality objectives not achieved.</p> <p>Wider benefits not realised.</p> <p>Undermines case for parts of the wider Transforming Cities Fund programme.</p>	<p>Continued lack of access to employment without a car.</p> <p>Sustainable alternatives to short trips by car would not be provided for</p>
Option B	<p>Reduced construction timescales. Reduced scheme costs.</p> <p>Facility relatively unattractive. Less benefit realised. Unlikely to encourage more cyclists.</p>	<p>Continued lack of access to employment without a car</p> <p>Does not support growth opportunities in the Dearne Valley.</p>
Option C	<p>Reduced construction timescales. Reduced costs.</p> <p>Facility more attractive between Manvers Way and Moor Road.</p> <p>Only a section of the route would be high quality. The route would not link into Wath upon Dearne town centre. Take up is likely to be limited. Less benefit realised.</p>	<p>Limited access to employment without a car.</p> <p>Does not support growth opportunities in the Dearne Valley. Biscay Way is a barrier to cyclists.</p>
Option D (Preferred)	<p>An attractive, high quality and direct cycle route between Wath upon Dearne Town Centre, residential areas and employment.</p> <p>Supports economic growth in the Dearne Valley.</p> <p>Provides for a proportion of shorter car trips, contributing towards reducing congestion and improving air quality.</p> <p>Greater costs.</p>	<p>Supports sustainable growth in the Dearne Valley.</p> <p>Improves sustainable access to a large employment area and to residential areas.</p> <p>More travel by bike.</p>

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	Greater construction timescales.	
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		
<p>The scheme proposals are either within existing highway boundaries or on council owned land and do not require planning permission. The proposed one way section on Moor Road will be subject to a Traffic Regulation Order and statutory procedures will be undertaken. The scheme will support economic growth by providing sustainable access between Wath upon Dearne and employment at Manvers. The scheme will be implemented under existing local highway authority powers. As such there is no conflict with statutory plans or processes.</p> <p><i>[Refer to the appropriate statutory plans and processes and how the scheme complies with these]</i></p>		
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	
<p>The scheme utilises an off road route and quiet roads and therefore there will be no direct implications for drivers or public transport users accessing the Dearne Valley or Wath upon Dearne via A and B roads. The project does have implications for residential and business access from Moor Road onto Biscay Way by car due to the proposed one way section on Moor Road. The alternative exit from Moor Road will be via Recreation Road onto the A.633 Station Road. Due to the relatively low volumes of traffic generated from the residents and businesses it is unlikely that traffic exiting onto Station Road will have a material impact on this road or junctions in the immediate vicinity. The proposed cycle crossing on Biscay Way will delay traffic slightly into order to allow pedestrians or occasionally cyclists to cross, although this is not believed to be material. Signal control strategies to minimise impact on public transport will be explored as part of detailed design.</p> <p><i>[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]</i></p>		

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STRATEGIC CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

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

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

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

Have all realistic options for meeting objectives been identified?

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

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4 - ECONOMIC CASE		
PART 1 - OPTION APPRAISAL		
4.1 – Have you modelled and appraised your scheme following DfT guidance in webTAG or elsewhere?	Yes	
4.2 – If not, please explain how you have estimated the future costs and benefits of your scheme.		
Not applicable <i>[Please include the project life you have assumed and how you have treated residual values of assets and any private sector contributions.]</i>		
4.3 – Have you agreed a proportionate approach to modelling and appraisal with SCR	Yes	
Date of Agreement	14 Dec '20	
4.4 – What modelling approach(s) have been used to develop the economic case.		
In line with Department for transport guidance for the Transforming Cities Fund bid this project has been modelled using AMAT. <i>[Please set out the approach used and which models etc SCRTM1, PDFH, AMAT, or other have been used.]</i>		
4.5 – Which consultants, if any, did you retain for modelling and appraising this scheme?		
Not applicable		
4.6 What is the Short List of Options?		
<i>[Please provide a summary or short list of options as presented in 3.10.]</i>		
Option	Option Name	Option Description
A	Do Minimum	No action
B	Viable alternative option 1	Widen existing path between Manvers Way and Moor Road to provide a shared use footway. No other works.
C	Viable alternative option 2	Separate cycle track between Manvers Way and Moor Road. No other works.
D	Preferred	Cycle track between Manvers Way and Moor Road. Short one way section on Moor Road and dedicated cycle crossing across Biscay Way.
4.7 - Please outline the options which have been considered and the associated cost, setting out the reasons for either rejecting the option or taking it forward as the preferred approach. (approx. 300 words)		
<i>[Please provide evidence of the options assessment and why the preferred option was chosen. One of the options should include a lower contribution from SCR than the preferred. Only the main options need to be reported here, not variants or sensitivity tests. Add or subtract rows as appropriate]</i>		

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	Total Capital Cost (£m)	SCR Funding Requested (£m)
Option A (Do Minimum)	£ Nil	
Consequences of Option A		
<p>Cycle access between Wath upon Dearne and Manvers will remain as it is currently, with no high quality cycle route. The only direct route to Manvers is along the A633 which is heavily trafficked and is not attractive to cyclists. Currently there are limited alternatives to access the large employment area of Manvers with few buses, which often do not coincide with shift start and finish times, particularly early in the morning or late at night. Car ownership in Wath upon Dearne is also low. Congestion may also increase in the Dearne Valley without high quality cycling infrastructure for shorter trips due to the local and regional growth aspirations.</p> <p><i>Max. 100 words</i></p>		
Option B	£ 150,000	£ 150,000
Reason for rejecting Option B		
<p>A shared use footway is unlikely to provide much if any uplift in the number of cyclists using the route and may deter pedestrians. There would be no facilities or improved environment for cyclists along the on road sections along Moor Road and no priority for cyclists across Biscay Way. This is unlikely to provide an attractive and comfortable route for cyclists.</p> <p><i>Max. 100 words</i></p>		
Option C	£ 200,000	£ 200,000
Reasons for rejecting Option C		
<p>A separate cycle track between Manvers Way and Moor Road would provide a partial high quality route between Wath upon Dearne and Manvers and be slightly more attractive to cyclists, though there would be no facilities for cyclists along the on road sections along Moor Road and no priority for cyclists across Biscay Way, therefore the uplift in the number of cyclists is likely to be low.</p> <p><i>Max. 100 words</i></p>		
Option D (Preferred)	£ 429,899	£ 429,899
Reasons for selecting Option D		
<p>This option will provide the maximum benefit to local residents and businesses by providing a high quality, comprehensive and direct cycle route between Wath upon Dearne town centre and Manvers with high priority for cyclists both on quiet roads and at junctions, and a dedicated cycle track. This will provide sustainable access and enable cycling to a major employment area and provide an alternative for those who do not have a car or where public transport is not an option. This will also allow employers to access a wider labour market supporting economic growth. Furthermore shorter trips converted to bike can be expected to provide for capacity to absorb additional car trips of longer distance that can be expected as a consequence of local and regional growth aspirations, reducing congestion and environmental impacts.</p> <p><i>Max. 200 words</i></p>		

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4.8 – Is this project a phase or component of another <u>transport</u> 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?		£	m
4.10 – Please indicate if you have modelled any of these impacts:	Yes/No	Model Used	
	Highway re-assignment	No	
	Junction operation	No	
	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)			
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		

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Active Model Appraisal Toolkit Spreadsheet	Yes	Attached to OBC submission as Appendix Two.
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	2021
	Future Year/s	2041
4.13 – Summarise briefly how the base year demand was estimated		
<p>The Propensity to Cycle Tool indicates 17 cycle commuters (one way) using the parallel Station Road route in 2011. (Moor Road itself is not modelled in that tool). 0.75% p.a. background growth (per default AMAT assumptions).</p> <p>To account for return trips, non-commuting trips, and growth since 2011, a factor was applied by comparing PTC predictions for Biscay Way with ATC data on Manvers Way. (Manvers Way is not modelled in PTC). Comparing the PTC figure of 30 cycle commuters against the ATC recorded AADT of 137 cyclists per day for 2019 gives a factor of 4.57. Applying this factor to the 17 cycle commuters given by PTC on the parallel Station Road gives a base demand of 78 cyclists per day.</p> <p>No assessment has been made of pedestrian demand in the core scenario, given lack of representative baseline data.</p> <p><i>Max 100 words – this can be a reference to a section of an appendix</i></p>		
4.14 – Summarise the work done to calibrate and validate the model in the area of influence of your scheme.		
Not applicable to AMAT <i>Max 300 words - this can be a reference to a section of an appendix</i>		
4.15 - How have future year's demands been estimated in the Do Minimum case?		
<p>Background growth of 0.75% p.a. is assumed per default AMAT assumptions and SCR guidance. No growth is assumed in relation to development.</p> <p>No assessment has been made of pedestrian demand in the core scenario, given lack of representative baseline data.</p> <p>In the Do Something case, no suitable comparator site(s) have been found. This is likely owing to schemes of this scheme and nature historically being delivered under funding devolved to local authorities and so not attracting significant monitoring and reporting requirements. In lieu of suitable comparator sites, the lowest of the three following uplift assumptions have been used –</p> <ul style="list-style-type: none"> • The 68% uplift assumed for provision of cycle tracks in urban conurbations in Sustrans' 'Infrastructure Impact Tool'; • The 53% uplift assumed for provision of bridges in urban conurbations in Sustrans' 'Infrastructure Impact Tool', reasoning this is broadly comparable to provision of the crossing in terms of reducing severance; and, • The 50% uplift assumed in the development of SCR's SOBC for the Transforming Cities Fund programme, based upon research undertaken by WSP as part of the Sheffield City Region Local Cycling and Walking Infrastructure Plan. 		

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

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

Scheme costs include a risk allowance based on a quantified risk assessment proportionate to the stage of development for the scheme. This is included as **Appendix Three**. *Max 100 words- this can be a reference to a section of an appendix*

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

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

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

Optimism bias has been applied within AMAT at a value of 15% in accordance with TAG Unit A1.2, *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 nearby Manvers Way, September cycling flows were up 37% in 2020 compared to 2019.

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

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

PVB and PVC given in £ thousands

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 31% lower than the core forecast for the package BCR to fall below 1.0.

Owing to the COVID-19 pandemic, it has not been possible to collect representative baseline pedestrian counts, so it has not been possible to include pedestrian benefits in the core scenario. Noting walking is a markedly more popular activity than walking in Rotherham and South Yorkshire more widely, these benefits are likely to be significant, and so the core BCR reported in this OBC is likely to be a material underestimate. It is intended to account for pedestrian benefits at Full Business Case, subject to the public health situation allowing for representative counts to be taken.

The AMAT forms pertaining to these sensitivity tests are included as **Appendix Four**.

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.

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An appraisal has been undertaken using the sensitivity test version of AMAT published by DfT in July reflecting latest economic projections from OBR. This shows negligible effect of this scenario on the BCR, compared against the core scenario. The specific AMAT forms for the COVID scenario is shown in **Appendix Five**.

Scenario	PVB	PVC	BCR
COVID	646	333	1.9
CORE	671	330	2.0

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 4.19 provide a test of potential demand changes including those resulting from COVID-19.

Comparing September 2020 with 2019, observations at the ATC on Manvers Way adjacent to Moor Road indicate falls in weekday and average day traffic of 11% and 10% respectively. The fall in road traffic is similar to the ~10% reduction in road traffic observed generally in the Borough. This might suggest the case for the scheme may be not be particularly sensitive (compared against transport schemes in general) to increased teleworking and/or reduced economic activity, should either continue to remain factors into the longer term.

Comparing the same months, pedal cycle traffic on weekdays and average day increased 32% and 37% respectively, more than the ~25% generally observed in the Borough. This suggests demand could be greater even than the high demand sensitivity test provided in section 4.20, if there are similar behaviours maintained into the longer term – although the nature of the increase may suggest that the purpose of the trips, and the nature of modal shift and/or trip generation may differ considerably from AMAT assumptions.

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.

No scheme dependency testing has been carried out as no interdependencies with other works have been identified.

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			£ 669,688
Indirect Tax change			- £1,466
Wider impacts (no land use change)			£ Nil

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Total PVB			£ 671,154
Other non-monetised impacts	n/a	N/a	
Base (Public sector) costs			£ 233,788
Residual Risks			£ 53,002
Optimism bias			£ 43,019
Total PVC <i>(Explain Risk and OB assumptions in 5.19 and 5.21)</i>			£ 329,809
Core BCR		2.0	
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	Scheme has negligible impact	Neutral	
2. Local Air Quality	Scheme has negligible impact (included in monetised benefits).	Neutral	
3. Greenhouse Gases	Scheme has negligible impact (included in monetised benefits).	Neutral	
4. Landscape	Scheme has negligible impact	Neutral	
5. Townscape	Scheme has negligible impact	Neutral	
6. Heritage of historic resources	Scheme has negligible impact	Neutral	
7. Biodiversity	Scheme has negligible impact	Neutral	
8. Water environment	Scheme has negligible 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)		

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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?

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5 - COMMERCIAL CASE

PART 1 - PROCUREMENT STRATEGY

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

The scheme 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. The preferred option at this time is for internal delivery; this will be confirmed at Full Business Case.

Traffic signals will be procured through the Council's existing term contract.

Traffic signals design will be procured by direct appointment of AECOM through the MHA framework.

[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.

A Quantified Risk Assessment has also been prepared, and 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 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.

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[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.

Not applicable.

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

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

Not applicable

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

COMMERCIAL CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Is the procurement strategy clear with defined milestones?

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6 - FINANCIAL CASE			
6.1 - COSTS			
<p>Provide the full scheme costs. Where appropriate include the risk weighting for line items.</p> <p><i>[Please provide a breakdown of Total Cost and SCR Funding requirement (add more lines if necessary)]</i></p>			
Cost Category	£ SCR	£ Other	£ Total
Preparatory Costs (costs incurred to reach award of contract / funding agreement)	£ 38,835		£ 38,835
Professional Fees	£ 19,175		£ 19,175
Acquisition of Land or Buildings	£ Nil		£ Nil
Site Remediation	£ Nil		£ Nil
Delivery Costs - Works / Building and Construction	£ 280,789		£ 280,789
Delivery Costs - Revenue Activity	£ Nil		£ Nil
Vehicles, Plant, Equipment	£ Nil		£ Nil
Risk Allowance / Contingency	£ 79,450		£ 79,450
Inflation	£ 11,650		£ 11,650
Post-Delivery Maintenance Costs	£ Nil		£ Nil
Total <i>[Please ensure this agrees with section 1.2]</i>	£ 429,899	£ Nil	£ 429,899
Degree of certainty of cost estimates	60%	<i>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)</i>	

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6.2 – Please provide your estimate of Eligible Costs?

Eligible Costs refers to the breakdown of Project Development Works as required to enable submission of the OBC(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 (£)
Detailed design	Completion of detailed civils & signals design	£30,835
Eligible Cost Total		£30,835

6.3 - Scheme Funding Summary Table

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

Funding Source <i>[Add additional columns if multiple funds from same organisation]</i>	SCR		Other Public		Other European <i>[Specify the actual funding stream]</i>		Private <i>[Specify the actual funding stream]</i>		Total £'000	
	Cap	Rev	Cap	Rev	Cap	Rev	Cap	Rev	Cap	Rev
Funding Status <i>1 confirmed in writing 2 applied for 3 to be determined 4 conditions apply</i>	2									
2020/21	8								8	
2021/22	428								428	
2022/23	Nil								Nil	
2023/24	Nil								Nil	
Future Years (2024/25 onwards)	2023 is the final year SCR will receive TCF allocations.									
Total	430								430	
% of SCR funding by total cost			100%							

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. A refined cost will be prepared to be based on the completed detailed design and agreed price with the contractor, and will be presented in the FBC.

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

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

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

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

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

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

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

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FINANCIAL CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Have scheme finances been assessed appropriately?

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

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

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7 - MANAGEMENT CASE		
<p>7.1 - DELIVERABILITY Provide your anticipated timetable for delivery including the key milestones you expect. Please add scheme specific milestones as appropriate. This will form the basis for future progress reporting.</p> <p>Please note, if your application is successful, SCR will monitor the project against these milestones for the duration of the works.</p>		
Key Milestones	Any Dependencies	Date
All Funding Secured		August 2021
Cabinet / Other External Approvals		August 2021
Procurement Complete		Not applicable
Statutory Processes Complete	Traffic regulation orders only	August 2021
Land Acquisition Complete		Not applicable
Evaluation Report - Mid Term Review		September 2021
Scheme Opening		January 2022
Evaluation Report - Process Evaluation		June 2022
Evaluation Report - Outcome Evaluation		January 2025
<p>7.2 - As per the milestones above, give a realistic indication of when the scheme should commence. Justify your response considering factors such as the time required to secure statutory powers, secure match funding, procure contracts etc. Highlight any key dependencies needed to achieve these milestones.</p> <p>Works are programmed to commence August 2021. This is dependent upon funding decision and traffic regulation orders; no other statutory processes are required.</p> <p><i>[Provide a justification, considering factors such as the time required to secure statutory powers, secure match funding, acquire land, negotiate contract(s), obtain planning etc - maximum 300 words]</i></p>		
<p>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.</p>		
Delivery Constraint / Risk	Scheme Position and Indicative Date	
Planning Consents	Not applicable	
CPOs	Not applicable	
Public Consultation	Complete May 2021	
Public Inquiry	Not applicable	

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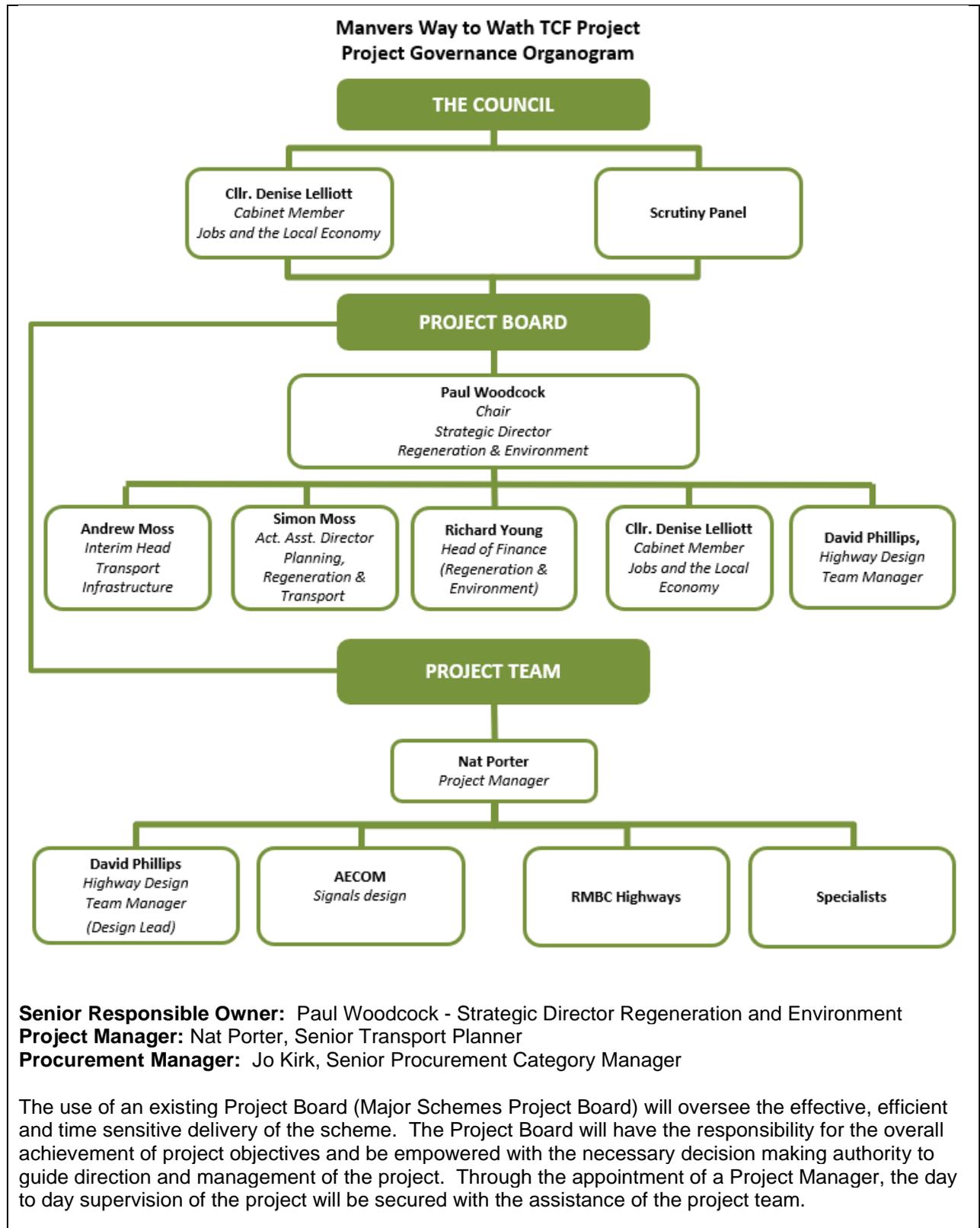
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Traffic Regulation Orders	Complete June 2021
Transport and Works Act	Not applicable
Public Sector Match Funding	Not applicable
Private Sector Match Funding	Not applicable
Procurement Contracts	Complete August 2021
Revenue Funds	Not applicable
Partnership Agreement	Not applicable
Other Statutory Processes (please specify)	Not applicable
<p>7.4 - What needs to be undertaken to be 'delivery ready' (e.g. project management arrangements, recruitment, governance structures etc.)</p>	
<p>RMBC resources are to be supplemented through collaboration with specialist transport consultancies, procured through existing frameworks. This will allow expertise to be brought in at key points in the programme, without unnecessary pressure on internal staffing budgets.</p> <p>In procuring this support, the Council is taking advantage of the efficiencies available, both in terms of financial and technical support, by using the Midlands Highways Alliance procurement framework, which has already proven successful in procuring other significant highway works within the district and the city region. Consultants AECOM have been appointed through this route to provide traffic signals design.</p> <p><i>[Please include any programme/project management methodologies that will be followed. – maximum 300 words]</i></p>	
<p>7.5 - Please detail the scheme governance and organisation chart (as an attached organogram), including the name of the Senior Responsible Owner and other key post holders. Please make clear where posts are undertaken by directly employed staff or contracted resource and where post have allocated resource or still to be fulfilled.</p>	
<p>See below an organogram of the RMBC board structure in place to manage the project.</p>	

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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.

[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. – maximum 300 words]

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.

[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 aid implications. The improvements will be protected for public use by virtue of being public highway.

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

7.8 - RISK MANAGEMENT

Enclose your current Scheme Risk Log [An example format is provided in in Appendix 1. Other formats are acceptable but must contain comparable information].

7.9 - Confirm the total value of risk / contingency included in the cost plan and the % of total cost.

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Total Risk	£ 79,459	% of Total Cost	18 %
7.10 - Top 5 Risks on Risk Log			
Risk <i>[State the risk and identify both its probability and impact on a scale of high-medium-low]</i>	Mitigation <i>[State how you will mitigate the risk]</i>	Owner <i>[State who is responsible for mitigating this risk]</i>	
1. Works cost not market tested	Development of design with updated cost plan produced at each gateway	D. Phillips	
2. Design amendments - miscellaneous dayworks	Design as complete as possible before issue.	D. Phillips	
3. Additional and/or extended tarmac layers at tie-ins or within scheme where lower layers to be retained	No mitigation possible	D. Phillips	
4. COVID-19, associated public health interventions, and economic and other consequences	No mitigation possible	N. Porter	
5. Preparation costs - design and site investigation - exceed budget allowance.	Clarity of brief ensured. Regular design meetings to be held with nomination of lead designer, and minutes recorded.	A. Butler	
7.11 - STAKEHOLDER MANAGEMENT			
Please complete the table below detailing key stakeholders that will have known involvement and what their involvement will be. (max. 300 words)			
<i>[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]</i>			
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	Statutory TRO process, plus letter drop with opportunity to respond by e-mail. Street notices will include a high-level plan of

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		expectation in case bid is not taken approved.	proposals with contact details for further information. Documentation relating to consultation and TRO process will also be published on RMBC's website.
Bus Operators	Meetings and one to one discussion	Initial engagement has been through SYPTE, which has been broadly positive. Continued engagement with bus operators aware of the scheme through regular dialogue at the Rotherham Bus Partnership (RBP).	Ongoing engagement with SYPTE. Report progress through RBP
Statutory undertakers	NRSWA notices	None to date.	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.

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. This has been approved since submission of OBC; monitoring and evaluation arrangements will be confirmed with reference to the programme level M&E Plan at FBC.

[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)

No.

[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]

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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.

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-19 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.

[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]

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MANAGEMENT CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)

Is there a clear project management and delivery plan?

Are scheme milestones sufficiently mapped out and realistic?

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

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

Are monitoring and evaluation procedures in place?

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Document Sign Off

9 – DECLARATION AND SIGN OFF

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

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

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

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

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

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

Name:	Paul Woodcock
Role:	Strategic Director, Regeneration & Environment
Date:	15 th December, 2020

Outline/Full Business Case



TRANSFORMING
CITIES FUND

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

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

Outline/Full Business Case



TRANSFORMING
CITIES FUND

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.