Outline/Full Business Case

1 - SCHEME DETAILS	
1.1 - SCHEME & APPLICANT'S INFORMATION	
Scheme Name:	Broom Road cycleways and associated traffic management
Scheme Location/ Address, including Post Code and Local Authority Area:	Rotherham S60
Applicant Organisation, Size & Company Registration Number (if applicable):	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham S60 1AE Large
Is your organisation an SME? If so, state size of organisation (Micro, Small or Medium)	No
Contact Name and Role:	Mr Nathaniel Porter Senior Transport Planner
Address:	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham Metropolitan Borough Council S60 1AE
Email:	nat.porter@rotherham.gov.uk
Telephone:	01709 254377
Other Delivery Partners and Roles:	Not applicable
1.2 - FINANCIAL SUMMARY	
A - Total Scheme Cost (£)	**£ 3,000,000**
B - Total Private Investment (£):	**£ Nil**
C - Total Other Public Sector Investment (Non-MCA Funding) (£):	**£ Nil**
D – MCA Grant Funding Sought (£):	**£ 3,000,000**

E - MCA Loan Funding Sought (£):	**£ Nil**
F - Total MCA Funding Sought (£):	**£ 3,000,000**
G - MCA as % of Total Scheme Investment (G=F/A):	**100%**

2 - SCHEME SUMMARY

2.1 - 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 MCA website.

Construction of cycleways along Wellgate and Broom Road, Rotherham, with associated works at junctions and crossings. The scheme will include for traffic management works in adjacent residential streets, intended to calm traffic volumes and speeds.

Proposals are developed to differing levels of detail, reflecting different requirements of funding resources, and in particular changed central Government position in respect of consultation requirements for schemes funded through Active Travel Fund (ATF). These are detailed below –

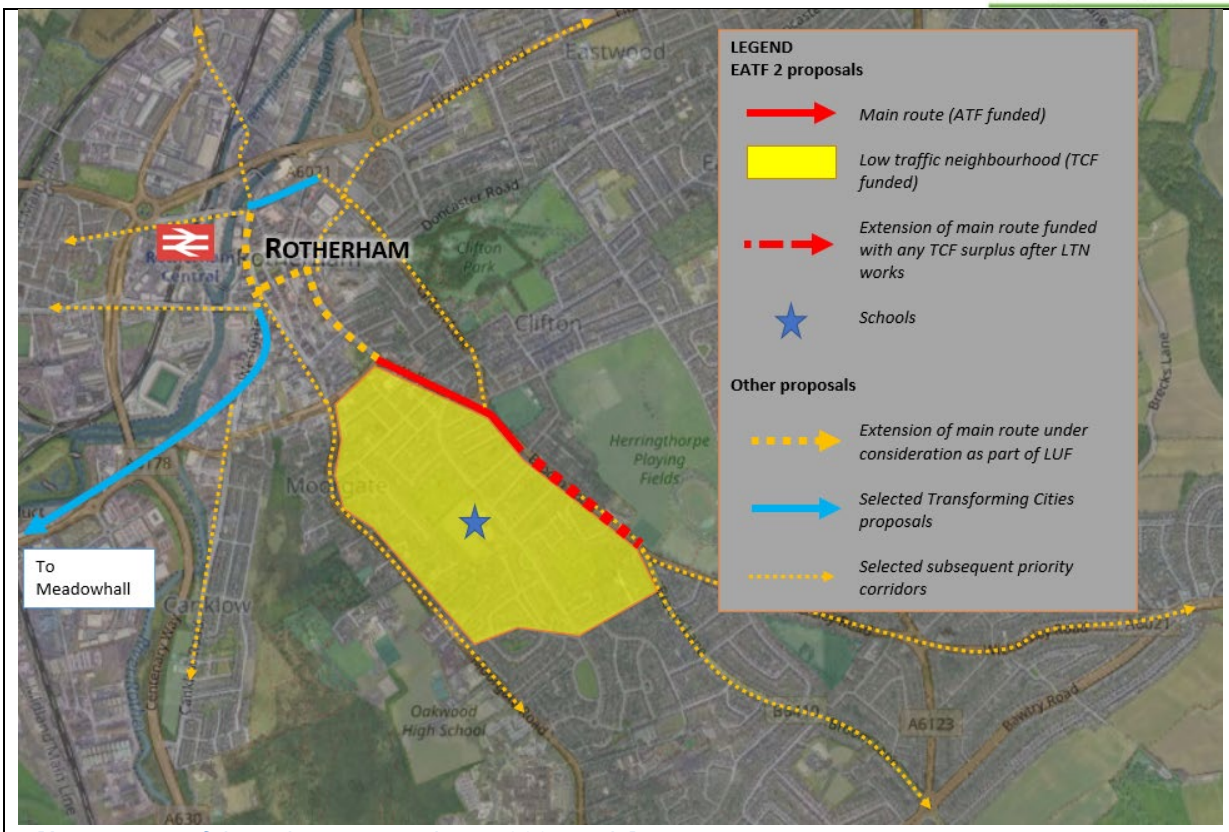
- **Phase 1 - Wellgate and Broom Road** – 650m of street to be provided with cycleways
- **Phase 2 - Broom Valley Road** – one of four options, to be tested at consultation post OBC
    - Closure of the street to through traffic
    - Closure of the street to through traffic except buses
    - Provision of type B2 advisory cycle laens
    - Provision of cycle tracks alongside Broom Valley Road

Our proposal is that phase 1 works, and development of phase 2, will take place in 2021/22 utilising the £1½ million identified at SOBC (i.e. ATF and Gainshare), with TCF funding used for delivery of phase two in 2021/22, as well as contributing to phase one delivery. This will be confirmed at FBC, and subject to MCA approval, will seek to profile spend to enable defrayal in line with the differing deadlines for each fund.

It is acknowledged that the cost implications of different options in phase 2 may be considerable. This is the driver of our request for additional funding through TCF. This twin-track approach will maximise the likelihood of delivery of a locally acceptable scheme within very tight delivery timescales.

The funding profile outlined in this business case will be used to inform a choice of preferred option, and it is envisaged any surplus funding would to be invested in extending the proposed cycleways on Broom Road. This will be confirmed in subsequent stages of the business case process, and would be subject to MCA approval.

Phase 1 proposals on Broom Road are illustrated on the drawing included in **Appendix One**, to be read in conjunction with supporting notes included as **Appendix Two.** The options in phase two are illustrated in **Appendix Three.** A plan showing the location of the proposals is provided below.



[A summary of the scheme – maximum 300 words]

2.2 - Please provide details of what activities MCA 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, and,
- Monitoring of the scheme.

[Set out exactly what MCA funds will be used for (e.g. site remediation). Bullet point will suffice – maximum 200 words]

2.3 (a) Please confirm that you will publish the Business Case (redacted as required) for this project on your organisation's website. Please refer to paragraph 5.14 of the SCR Assurance Framework. https://sheffieldcityregion.org.uk/wp-content/uploads/2020/04/Draft-SCR-Assurance-Framework-2020-v12.pdf	**Yes**
(b) Please confirm that the public has been given sufficient time to respond to this publication.	**n/a**
(c) Please confirm that comments received from the public have been considered and are reflected in this application.	**n/a**

The Outline Business Case will be published following MCA approval, and feedback received reported as part of the full business case submission.

[Please note that the MCA will require evidence of this publication and may request to review the comments to ensure they have been fully considered in this FBC. The MCA may also publish the FBC on our website].

2.4 Please confirm which supplementary form(s) you have completed? This must evidence the outcomes of the scheme and be agreed with the MCA before you start.

If your scheme has been deemed to have significant transport implications, you must complete the Transport supplementary form.

Theme	Outcomes	Tick
Indigenous / Inward Investment:	Jobs and occupation type	
Infrastructure:	Jobs and occupation type	
Transport:	Transport economic impacts	✓
Housing:	Number and type of homes	
Skills:	Number and Qualification level of learners	

3 - STRATEGIC DIMENSION

The SCR MCA Renewal Action Plan has three overarching policy objectives:

1. ***Stronger – an economic transformation to create not just a bigger economy but a better one: higher-tech, higher skill, and higher-value;***
2. ***Greener – a green transformation to decarbonise our economy, improve our environment, and revolutionise our transport; and***
3. ***Fairer – a transformation of wellbeing and inclusion, raising our quality of life, reducing inequality, and widening opportunity***

PART 1 - SCHEME RATIONALE

3.1 - What opportunities or barriers will this scheme unlock? What is the rationale for public sector investment in this project?

The scheme is intended to affect a mode shift away from private car, and to enable cycling as a natural choice for shorter journeys.

This corridor was identified as a priority route in the City Region's LCWIP. As such, the scheme is also included in SCR Active Travel Implementation Plan. Moreover, this corridor is identified as being priority for intervention in the draft Rotherham Cycling Strategy (which is subject to public consultation), and is identified in the Propensity to Cycle Tool as being the corridor into central Rotherham with greatest potential for cycling uptake.

Approximately 16,000 people travel in or out of Rotherham town centre via Wellgate in a typical weekday, per the SYPTE annual cordon count for 2019. Of these, around 17% arrive by non-motorised means (i.e. walking or cycling). The count point is at the junction with Sherwood Crescent, sufficiently far from the town centre so as to be representative of travel into, rather than with, the town centre.

However, number of cyclists are low, making up around ½% of passenger traffic at the count point. These figures suggest public dissatisfaction with existing conditions for cycling for this entry into the town centre. This will be tested at public consultation with results reported at Full Business Case.

The Propensity to Cycle Tool, modelling commuting flows into central Rotherham suggests that, with high levels of investment to achieve safe and comfortable cycling conditions, cycle volumes on this corridor could be increased by as much as fifteen or twenty-fold. Whilst some of these will be abstracted from buses and walking, there is potential ultimately for around two-thirds of these trips to be abstracted from car use, as well as for additional trips to be generated by people who may not have access to cars or to public transport. The latter may be significant given levels of deprivation, with lower super output areas in the area lying in the 2nd and 4th most deprived deciles in England.

Achieving these benefits will require much greater investment in infrastructure so as to achieve a network effect; however, this requires the first links to be provided.

As part of the highway maintainable at public expense, funding for improvements to address issues relating to the operation of the highway not specifically connected to any particular development will need to be funded by the public sector.

[Please specify the market failure or equity objective. Detail the opportunities/barriers that have been identified, supported by sufficient evidence. maximum 500 words]

3.2 - How will your scheme contribute to the achievement of the City Region's strategic objectives and to delivering the outcomes of the SCR Strategic Economic Plan and Renewal Action Plan?

Useful links:

For details of Sheffield City Region's Strategic Economic Plan (SEP)
https://sheffieldcityregion.org.uk/economic-strategy/growthplan/
https://sheffieldcityregion.org.uk/wp-content/uploads/2020/08/Sheffield-City-Region-R3.enewal-Action-Plan-Document-Final.pdf

SCR's Renewal Action Plan identifies 'sustainable travel' as an investment programme under the 'place' area of action, with targets in respect of active travel usage and in respect of cycle routes delivered. The project contributes to these as set in in sections 4.6 and 2.1 of this document respectively.

Additionally, the proposals support the SCR Transport Strategy – it is taken that SCR have aligned their transport and economic strategies. 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 proposals will contribute towards these.

Table 1:

Transport Strategy Goals	Mayoral Commitments	Transport Strategy Policies
1. Residents and businesses connected to	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

economic opportunity	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	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 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	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 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 Broom Road scheme. This is set out in Table 2 below.

Table 2:

Goal	Policy	Link to the Broom Road 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	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 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;
- 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.

[SCR's Strategic Economic Plan identifies many economic growths ambitions. We are keen to understand if this scheme supports our wider economic ambitions across the themes of business growth, skills and employment, infrastructure and transport – approximately 350 words]

3.3 - How will this project help tackle the climate emergency and contribute to delivering net zero Carbon?

Positive but negligible benefit.

Based on AMAT calculations in respect of saved vehicle-mileage, and tailpipe average car emissions on the local network in Rotherham of 155 $g \cdot km^{-1}$ (from SCTRM1 / Eneval), it is estimated that the phase one of the scheme will save 1,346 kg CO_2 per annum.

This is equivalent to approximately 0.3% of 454,995 million kg CO_2 p.a. estimated to be emitted by cars and taxis along the length of phase one.

Greater benefit may be achieved as other schemes add value over time, by virtue of network effect, although even this potential is estimated to only be around 4% of car emissions in Rotherham in optimistic scenarios. This is in part because carbon emissions from cars are principally driven by medium and longer distance travel, with 85% of car mileage accrued on trips exceeding 5 miles length, and so unlikely to be suitable for cycling in many cases (England, 2019) (National Travel Survey table NTS0308).

Greater carbon savings may also be achieved were land use and economic policies altered to support more equitable distribution of jobs, services and opportunities as to reduce need for travel, as well as bringing wider regeneration and equality benefits. This would be beneficial regardless of the scheme in terms of carbon savings, but would also enhance the additional carbon saving possible as a consequence of the proposed scheme through a 'destination shift' away from regional scale travel towards more localised trip making which better lends itself to active modes. In the case of Rotherham, the potential here is highlighted by the fact 45% of Rotherham workers have to commute beyond the Borough, compared against and SCR average of 32%, and a low within SCR of 22% for the least deprived district (Sheffield) (census 2011 table WU01UK). The alignment of active travel activity in Rotherham with regeneration activity in the town centre (for example, Towns Deal) will help support a strong town centre, enabling this destination shift and its additional consequential modal shift.

This assessment does not account for –

- additional emissions resulting from worsened congestion – whilst this can be a significant effect (with average vehicle emissions climbing from circa 140 $g \cdot km^{-1}$ at 30 km/h to over 500 $g \cdot km^{-1}$ at 5 km/h. However, the scale of additional queueing forecast is very small in central case, and in any event this potential only exists in the peak hours – and so this effect is taken to be negligible; and,

- additional associated with materials for and construction of the scheme. The IEA estimate that, globally, that would be less than 5% of emissions saved by lower car use, in an ambitious scenario in which 5% of car emissions are reduced from walking and cycling combined – broadly equivalent to the 'Go Dutch' PTC scenario in Rotherham (i.e. 12% modal share achieving a circa 4% reduction in car emissions). The forecast for this scheme in isolation achieves about 5.6% of the uplift in cycling of the uplift indicated in 'Go Dutch' – suggesting construction emissions will be offset emissions saved from car use.

No assessment has been made of phase 2 impacts at this point, owing to insufficient certainty as to the detail of these proposals.

[maximum 200 words]

3.4 - How will this project contribute to a fairer society and support inclusion, beyond creating employment or training?

As a low-cost form of travel, providing improved conditions for cycling will improve travel options for those who may be unable to access cars. With 22-30% of households in the catchment of the scheme having no access to a car (census 2011 table KS404EW), investment in walking and cycling infrastructure plays a significant role in promoting social inclusion as improved facilities will improve access to employment as well as health and leisure facilities without requiring a car.

[maximum 200 words]

3.5 – Is the scheme located in one of the MCA's strategic growth areas (as set out in the SCR Integrated Infrastructure Plan Spatial Packages)? If yes, state which growth area(s)

No.

[SCR's Integrated Infrastructure Plan identifies several strategic growth areas – see: https://sheffieldcityregion.org.uk/economic-strategy/scr-integrated-infrastructure-pla/. Is the scheme within a growth area? If so, state which growth area(s) – maximum 80 words]

3.6 - 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

In respect of the scheme, and economic outputs described in this business case, no. Further benefits may be achievable in co-ordination with interconnected infrastructure interventions as a consequence of network effect – these benefits are not accounted for in this business case. 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 these proposals) indicates a BCR of between 4 to 8 could be achieved even with costs of £¾ billion pounds over 20 years.

[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]

PART 2 - SCHEME OBJECTIVES

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

Short-Term Objectives:

Objective 1 .....Delivery of outputs as set out in section 1.
Measure of success .....More people cycling
Timescale .....By end March 2022 for phase one
.....By end March 2023 for phase two
Indicators.....Length of Broom Road & Wellgate furnished with cycleways (phase one)
.....Length of Broom Valley Road improved for cycling (phase two)
Dependencies, Risks, Constraints
.....Approval of business cases
.....Public consultation
.....Need to minimise statutory undertakers' diversions
.....Appendix 1/17 requirements

[Please note, if this project secures approval, the eventual contract will be set out against these objectives. The outputs and outcomes you provide in Tables 5.1 to 5.4 need to relate to these objectives - maximum 300 words]

Longer-Term Objectives:

Objective 2 .....Enable more travel by active modes
Measure of success .....More people cycling
Timescale .....1 and 3 years post opening
Indicators.....Number of people cycling 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 RMBC will work with SCR throughout scheme development to develop attitudinal surveys as part of TCF and ATF programme level monitoring, so as to monitor public perceptions of safety and mode shift. *[Please note, if this project secures approval, the eventual contract will be set out against these objectives. The outputs and outcomes you provide in Tables 5.1 to 5.4 need to relate to these objectives - maximum 300 words]*

3.10 – Please describe your "short-list" of options (assessed in section 4). At least one of the viable options should include a lower MCA funding request.

This short-list should include:

- **i) a viable do-minimum option that meets minimum core business requirements to achieve the objectives identified; and,**
- **ii) at least one alternative viable option (usually the next best choice to deliver the SMART objectives).**
- **iii) the preferred way forward (the combination of choices most likely to deliver the SMART objectives)**

Option	Description (max. 50 words)
Do minimum	No intervention.
Viable alternative option 1	Provision of a unilateral, bidirectional cycleway.
Viable alternative option 2	Removal of bus lane on Broom Road to provide cycle lanes or tracks
Viable alternative option 3	Provision of left turn slip at Clifton Roundabout
Viable alternative option 4	Commit to point closure of Broom Valley Road, ruling out other options for that street
Preferred Way Forward	Provision of unidirectional cycleways on Wellgate and Broom Road, with further consultation to confirm approach to Broom Valley Road

3.11 – Please summarise here the key strategic reasons for selecting the Preferred Way Forward, highlighting how this option is more likely to achieve your SMART objectives.

Consideration was given to provision of a unilateral bidirectional cycleway, which would have been more consistent with SCR design preferences in light of the constrained width of the proposed bilateral unidirectional cycleways. This was ruled out on the basis that this would introduce additional and unexpected conflicts at side roads and accesses along the route, compromising the safety of cyclists using the route. The benefit of this approach was also found to be false, in that a two-way cycleway of effective width 3.5m (Note effective widths are 500mm greater than physical width as cyclists can run up to the edge of cycleway given footway and margin beyond are designed so as to be overrun able).

Removal of the bus lane on Broom Road was considered. This was ruled out on account of the potential congestion arising from changes at Clifton Roundabout; subjecting service buses to this delay would be unacceptable to the Council and would run contrary to commitments entered into with funding partners in connection to the BRT North scheme. This would be contrary to national policy in respect of bus priority outlined in 'Bus Back Better'.

Alternative options for Clifton Roundabout were considered but ruled out as undeliverable within cost and budget. One of these options, to provide a left turn slip road between Clifton Lane and Wellgate

approximately along the former line of Broom Road, could be delivered subsequently as a capacity improvement should the impact of the changes on traffic prove unacceptable.

Committing to a point closure of Broom Valley Road and ruling out other options was considered. This was the original thinking when this option was identified as an Emergency Active Travel Scheme in Spring 2020. However, given the context in which the scheme is proposed has changed markedly since then, and this approach would not be consistent with the changed Department for Transport position in respect of community support for schemes. This approach does remain an option which we will put amongst others for public consultation – but committing to this option in a manner that rules out others is not considered an appropriate approach in the current context.

The preferred option was found to be the most deliverable and acceptable means of achieving safe conditions for cycling.

[Approx. 300 words]

3.12 - What are the implications if the scheme does not secure MCA investment?

The scheme will not be progressed at this time.

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

PART 3 – STATUTORY APPROVALS & WIDER IMPACTS

3.12 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

Draft Rotherham Cycling Strategy
The scheme is developed in accordance with the network principals set out in the draft Rotherham Cycling Strategy (which is draft pending public consultation), and is located within one of the priority areas identified for intervention.

Rotherham Local Plan
The scheme is aligned to the key objectives and spatial priorities of the Rotherham Local Plan, and supports policy CS14 to improve accessibility and manage demand for travel by *inter alia* enabling walking and cycling

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.

Sheffield City Region Transport Strategy
In January 2019, SCR published their Transport Plan which provides policy support to 2040. This project links to the SCT strategic objectives and policies, in particular enabling people to access opportunities through investment in cycling and walking infrastructure both for existing journeys and new journeys.

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

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

Proposals at Clifton Roundabout may not afford sufficient capacity for demand, based on 2011 turning counts on file.

Different models give differing outputs. Two models have been used –

- A model based on Bovy's formula, included as **Appendix Four;** and,
- An ARCADY model using manually input slope and intercept as found by TRL report PPR752, included as **Appendix Five.**

In summary, the models give slightly but materially different results. RMBC's interpretation of these differing models is –

- Peak hour congestion can be expected on Broom Road in the morning peak. Buses and goods vehicles, who will be able to use a bus lane, will be largely unaffected by this;
- Congestion may occur on occasions in the evening peak on Clifton Lane, and possibly Wellgate – but this is less likely than in the morning peak on Broom Road;
- Network effects (such as reduced demand / congestion downstream of the bottleneck, or reassignment leading to changes in congestion, delay and vehicle mileage) may bring consequential impacts; and,
- Based on uplift on cycling forecast in accordance with TAG, and abstraction from car trips based on either AMAT or forecast using propensity to cycle tool, suggest modal shift will make only negligible, but positive, impact to network performance to offset the loss of capacity.

Referring to the Bovy model and the supporting Dutch guidance *(Eenheid in rotondes*, CROW, 2016) whilst the RFC value in the core scenario of 83% is slightly higher than recommended maximum of 80%, the mean delay for motorists of 17.3 seconds is within the 20 seconds threshold, considered to be the maximum whilst ensuring good (as opposed to adequate or acceptable) traffic flow.

It is also worth noting that bus priority improvements on the A.631 corridor proposed under Transforming Cities are expected to bring about a modal shift from car to bus, which may have impact on demand at this point.

These impacts, and their appraisal have been discussed with SCR during the development of this business case.

[For example, a new business park or housing development is likely to lead to increased traffic in that area and a suitable assessment will be required by the local transport planning authority]

3.10 - Are there any potential adverse economic and social consequences / dis-benefits of delivering the scheme?

Yes.

Additional congestion at Clifton Roundabout will impose additional journey time and vehicle operating costs on road users, and environmental costs on adjacent residents. These may, to some extent, be offset by savings at downstream sites.

There may be further disbenefits resulting from congestion – whilst not all impacts may be negative, some responses (for example, destination shift, particularly if increasing journey length) may result in adverse impacts.

The congestion impact of the proposals has been discussed with RMBC executive members.

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

3.11 – Are there any potential adverse environmental consequences / dis-benefits of delivering the scheme?

Yes.

There will be some negative environmental impacts in relation to the extraction and 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. Impacts in respect of carbon emissions are described in section 3.3.

Traffic congestion arising from the scheme may be expected to result in less fuel-efficient travel, with attendant increases in emissions. The impact on carbon emissions is considered to be negligible as described in section 3.3.

The impact on emissions of oxides of nitrogen, and to a lesser extent particulate matter, may be more significant because localised concentrations, rather than total emissions, are the material consideration. That said, the site does not lie in an AQMA, and advice form RMBC air quality officers indicates existing concentrations of NO_2, $PM_{2.5}$ and PM_{10} are sufficiently low in this locality for additional congestion to be unlikely to have significant impact on compliance with statutory, and WHO recommended, limits for concentrations of these pollutants.

[If so, please summarise the results here and append the report if available. - maximum 300 words]

Has an Environmental Impact Assessment or Environmental Scoping Study been undertaken? – If not please confirm why this is not necessary for this scheme.

STRATEGIC DIMENSION ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)
Does the scheme have a clear strategic rationale and is there a golden thread between the objectives of the scheme and the SCRMCA Strategic Economic Plan and if relevant any additional objectives from government that are specific to the funding programme?
Is the scheme located in one of the MCA's Strategic Growth Areas? If, yes, to what extent does the business case set out the contribution it makes to the strategic growth areas?
Are SMART objectives clear and consistent with the nature of the scheme?
Are there any adverse consequences if the scheme goes ahead / does not go ahead?
Has a comprehensive options assessment been undertaken? Is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward? Should any discounted options be subject to further appraisal?
Does the scheme have any Statutory Requirements or wider impacts which need to be captured or mitigated through contract conditions

4 - ECONOMIC DIMENSION

PART 1 - OPTION ANALYSIS

4.1 – Options analysis. Please outline the options which have been considered.
[Please provide evidence of the options assessment and why the preferred option was chosen.]

	Option 1:	Option 2:	Option 3:	Option 4:
	Unilateral bidirectional cycleway	Cycleway(s) with removal of bus lane	Cycleways with left turn slip at Clifton Roundabout	Preferred option (Note: economic appraisal counts for costs and benefits of phase 1 only)
Cost of Options [Please provide a breakdown of costs for each of the options to include initial capital costs, ongoing running costs (i.e., whole of life costs) and the cost to the MCA. One of the options should include a lower contribution from MCA]				
Initial Capital Cost	Not assessed at optioneering	Not assessed at optioneering	> £ 3 million	£ 3,000,000
Ongoing Running Cost	Not assessed at optioneering	Not assessed at optioneering	Not assessed at optioneering	Not assessed at optioneering
MCA Cost	Not assessed at optioneering	Not assessed at optioneering	> £ 3 million	Not assessed at optioneering
Economic Value [Please include evidence of your key assumptions in 4.2. Where Economic Value cannot be quantified, please complete the multi-criteria analysis below]				
Appraisal Period (years)	Not assessed at optioneering	Not assessed at optioneering	Not assessed at optioneering	30
Present Value of monetised benefits				£ 1,851,661
Present Value of costs				£ 1,638,302
Net present value				£ 213,359
Benefit Cost Ratio				**1.13** excluding journey time disbenefits
Net Zero Carbon and Social Value [Please summarise the value of Carbon and Social benefits where these can be quantified. Where Carbon and Social Value cannot be quantified, please complete the multi-criteria analysis below]				

Net Zero Carbon Contribution[1]	Not assessed at optioneering	Not assessed at optioneering	Not assessed at optioneering	1,346 kg p.a. £ 1,280 NPV See section 3.3.
Monetised Social Value benefits / Social Return on Investment				Not monetised
Multi-criteria analysis of non-monetary benefits *[Please include an assessment of other benefits or disbenefits which you have not quantified but are part of the case for investment. Please add your benefit criteria and score each option on a scale of -2 to +2]* ***If Carbon and Social Value Benefits cannot be monetised, this section must be complete for each of these outcomes. The assessment of Carbon and Social Value Benefits must be evidenced by your answers to 3.3 and 3.4.***				
Social value benefits	Not assessed at optioneering	Not assessed at optioneering	Not assessed at optioneering	Slight benefit see Section 5.6
Options analysis outcome [rank the options against the analysis presented above]				
Rank	3rd	4th	2nd	**1st**

4.2 – What are the key assumptions and uncertainties in your assessment and how have you tried to account for them?

As set out in Section 2.1, costs and outputs associated with phase 2 are, at this point uncertain, and will be determined on the basis of feedback received at public consultation.

For economic appraisal purposes, only costs and benefits associated with phase one have been included, there being insufficient certainty to appraise phase two in a meaningful level of detail.

In addition to the findings of AMAT, and additional £ 235,032 of PVB is included accounting for collision savings at Clifton Roundabout. This is based on –

- 0.2 recorded cycle injury collisions per year per STATS19 records 2016-2020.
- £ 52,208 cost per collision (2010 prices and values)
- 70% saving in cycle collisions over appraisal period
- Discounting and factors for background growth and decay per AMAT.

The 70% reduction is derived from *Verkenning verkeersveiligheid op rotondes in Nederland* (DTV, 2019) which found –

- Roundabouts of the form promoted as part of this scheme had an cycle collision rate of 0.23 over four years study period;
- Roundabouts giving cyclists priority saw rates of 0.72 and 0.77 where provided with cycle lanes or comparable cycle tracks respectively;
- Levels of cycling / exposure are taken to be similar and so cancel each other out; and,
- Figure for no cycling provision has not been utilised on basis that reference to Dutch design standards would suggest these are likely (or should) only be in locations with little cycling, few motors, or both and so not comparable (i.e. the collision rate is likely influenced by lesser exposure to risk).

[1] https://www.gov.uk/government/publications/valuation-of-energy-use-and-greenhouse-gas-emissions-for-appraisal

This is likely a conservative estimate as it does not account for the benefits of the simpler and more constrained geometry being promoted as well as the separate cycle tracks and change in priority.

[Explain the assumptions and methodology, including any sensitive or scenario testing. This should include an assessment of COVID-19 impacts. Please provide your sources and references where possible – maximum 200 words]

4.3 – Based on the answer to 4.1 and 3.9, please summarise why the preferred option is to be taken forward?

The option proposed is the only one identified delivering on the opportunities highlighted in the strategic case, that can be achieved within funders requirements for consultation and delivery deadline, as well as without adversely affecting bus services.

[100 words]

4.4 – Please summarise why the alternatives have been rejected?

Option 1 has been rejected on account of representing worsened road safety risk in respect of operation of junctions and accesses, as well as reducing accessibility to fronting premises, relative to the preferred option.

Option 2 is rejected on account of unacceptable adverse impact on bus services and passengers.

Option 3 is rejected on account of not being affordable in respect of this programme.

Option 4 is rejected on account of not best responding to changed Department for Transport position in respect of public consultation, as well as presenting greater risk than the preferred option of failure to deliver outcomes owing to lack of public acceptability.

[150 words]

4.5 Outputs and Outcomes

Please detail any outputs or outcomes created with (preferred scenario) and without (do minimum) SCR MCA funding, and whether these are direct, indirect or safeguarded.

Outputs/Outcomes	Preferred Option	Do Minimum
Outputs:		
Streets provided with cycleways (phase 1)	660 m	Nil
Other streets improved for active travel (phase 2)	990 m	Nil
Outcomes:		
Increased cycling	68% increase on opening 110% increase after 30 years	25% increase after 30 years

Outputs: The measure of the tangible and intangible products created e.g. floorspace, housing units, homes and businesses given access to high-speed internet
Outcomes: The impact or value of benefits realised by the output e.g. FTE Jobs, GVA, higher skills attainment

Direct: outputs or outcomes created by the scheme e.g. gross commercial floorspace created
Indirect: outputs or outcomes unlocked by the scheme e.g. commercial floorspace unlocked by public realm improvements; housing unlocked by provision of new link road.
Safeguarded: existing outputs or outcomes which would be lost without the scheme e.g. floorspace safeguarded from flooding

PART 2 - DEMAND CASE
4.6 - What is the demand justification for MCA investment in this scheme?
Approximately 16,000 people travel in or out of Rotherham town centre via Wellgate in a typical weekday, per the SYPTE annual cordon count for 2019. Of these, around 17% arrive by non-motorised means (i.e. walking or cycling). Around 40 cyclists a day (12 hour) enter the town centre via Wellgate. Forecasted impacts of the scheme in accordance with TAG, AMAT and SCR guidance forecast 68% uplift of cycling and circa 9.6% uplift in walking as direct consequence of the scheme. In longer term, assuming fixed origin and destination and that non-commuting travel would see similar shifts to commutes, with step change in investment and consequential network effects, the propensity to cycle tool indicates cycle demand could ultimately be increased as much as twenty-fold on this route, with around 65% abstracted from cars (as opposed to from public transport or walking). *[Please set out the nature of the market demand that you have identified to justify this scheme.]*
4.7 - Please detail any market testing which has been undertaken to evidence demand and provide evidence that demonstrates that the private sector will respond to this opportunity.
See section 4.6 above. Ward member engagement in relation to other schemes further along the A.631 corridor has revealed local demand and support for cycling improvements along the Rotherham – Wickersley – Maltby corridor; whilst this scheme will not reach as far as the parts raised, it will form a first step in developing the corridor. Public consultation will be undertaken prior to submission of Full Business Case, which will provide additional evidence as to demand. *[How do you know there is sufficient market demand to support this scheme as proposed? – approximately 300 words]*

PART 3 – OUTPUTS & OUTCOMES
For all Transport schemes please complete the 'Transport Supplementary Form'

ECONOMIC DIMENSION ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)
To what extent has the applicant evidenced there is demand for the scheme that is being proposed?
Are the additionality values/factors appropriate for the scheme?
Does the scheme offer acceptable value for money?
What are the key risks, sensitivities, and uncertainties relating to the scheme?
Are there any significant environmental and/or social impacts, including dis-benefits?
Are there any significant impacts on the transport network? Have these been proportionately assessed and adequate remedial measures in place to mitigate any negative impacts?
Does any significant data seem to be missing from the information provided?

5 - COMMERCIAL DIMENSION

PROCUREMENT STRATEGY

5.1 - If this scheme comprises a procurement process, provide an overview of the procurement or bid appraisal process 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 delivery by direct appointment from the existing YorCivils framework contract; this will be confirmed at Full Business Case.

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

Detailed design will be procured by direct appointment through the MHA framework.

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

5.2 - 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.

Please append quotes where available. If you have not been able to secure 3 quotes for part or whole of the project, please explain why.

Not yet applicable.

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

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

To be confirmed at full business case.

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

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

Not applicable at this stage.

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

5.5 – 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 at this stage.

[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]

5.6 – Please describe how you propose to use the procurement strategy to deliver Social Value to the Sheffield City Region and support a fairer economy.

The Council's procurement strategy includes the requirement for all bidders to sign up to the commitments in the Councils Social Value Policy. The policy is based on the nationals TOM's and the contractor engaged to deliver this scheme has signed up to this commitment and made a substantial social value offer to contribute to the local economy. Across several schemes awarded under a framework call-off procedure the offer includes employment of 5 local FTE's (NT1 and NT3), 40 weeks apprenticeship placement (NT10), 1700 hours dedicated to supporting local young people into work (NT11). The offer also includes commitment to spend in the local supply chain including with SME's as well as some environmental benefits. The contractor chosen is also a member of the national social value task force and committed to further developing their social value where opportunities arise.

[Please outline how you plan to use your procurement strategy to encourage social benefits, for example requirements for local recruitment, apprentice places or promoting opportunities for disadvantaged or vulnerable groups]

COMMERCIAL DIMENSION ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)
Is the procurement strategy clear with defined milestones?
Are there any key risks that need to be highlighted in relation to the procurement strategy?
Does the procurement strategy promote social value outcomes?

6 - FINANCIAL DIMENSION

6.1 - COSTS

Provide the full scheme costs. Please append the full financial summary in Appendix 2, itemised and profiled monthly until the end of the scheme. Where appropriate include the risk weighting for line items.

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

*[The lines provided below are based on an infrastructure project, **please amend as appropriate**]*

Cost Category	**£ MCA**	**£ Other**	**£ Total**
Preparatory Costs (costs incurred to reach award of contract / funding agreement)	£ 211,267		£ 211,267
Professional Fees	£ 105,633		£ 105,633
Acquisition of Land or Buildings	Nil		Nil
Site Remediation	Nil		Nil
Delivery Costs - Works / Building and Construction	£ 1,056,335		£ 1,056,335
Delivery Costs – Statutory Undertakings	£ 199,534		£ 199,534
Vehicles, Plant, Equipment	Nil		Nil
Risk Allowance / Contingency	£ 669,087		£ 669,087
Inflation	£ 88,818		£ 88,818
Post-Delivery Maintenance Costs	Nil		Nil
Allowance for phase 2	£ 669,326		£ 669,326
Total *[please ensure this agrees with section 1.2]*	**£ 3,000,000**	**£ Nil**	**£ 3,000,000**

Degree of certainty to 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)*
53 % (cost weighted average of phases one and two)		

6.2 - 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]*	**MCA**		**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	

2020/21										
2021/22	2,331								2,331	
2022/23	669								669	
2023/24										
Future Years (2024/25 onwards)										
Total	**3,000**								**3,000**	
% of MCA funding by total cost	100									

6.3 – When will any unsecured funding sources be in place?

Not applicable, in that only SCR funding applied for in this business case is the only funding source.

[please confirm the other funding sources and the date it will be secured]

6.4 – Please justify the type of funding sought from the MCA (e.g. loan vs. grant)

The scheme will not generate an income stream on which a loan can be repaid.

[If funding sought is part or wholly grant, please justify why a loan is not suitable.]

6.5 – 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.

For phase 1, costs for the schemes have been estimated from feasibility design drawings, informed by outturn costs for similar previous schemes in Rotherham and elsewhere. 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.

For phase 2, an allowance is made based on nominal values for RMBC schemes in TCF and ATF programmes (per ATF and TCF EOIs). Costs will be confirmed at FBC, informed by findings of public consultation.

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

6.6 – For loan funding requests, please provide further details of how and when this will be repaid. State clearly the proposed rate, term and repayment preference (instalments or maturity) and appropriate justification for these.

Not applicable.

[Indicate what proportion of the funds you envisage would be recovered by the MCA, expressed in £'s, how this 'income' would be generated and when (e.g. Q3, 2020/21) the funding will be returned to the MCA – maximum 300 words]

6.7 - For loan requests, please confirm that the MCA will have first charge on assets. If not, please specify what security/collateral the MCA can lend against, if required. Please note, if your application is successful, evidence of this will be required prior to any transfer of funds.

Not applicable.

[Please confirm what charge, if any, the MCA will have on assets, or alternatively, what security/collateral you propose the MCA to lend against. Provide details of any additional funders/partners that will require similar or have existing charges on assets and what these are. – maximum 200 words]

6.8 - How will cost overruns during delivery/construction be dealt with? Please note that the MCA 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 of event of an unforeseen programme overrun or exceptional events resulting in higher than planned cost, RMBC may seek additional funding from SCR, for example, by reprofiling of the RMBC share of the TCF programme, to accommodate variances in cost. Every avenue will be sought to identify additional funding.

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

6.9 - Once completed, will the scheme incur revenue costs beyond the MCA investment? 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 – maximum 200 words]

6.10 – Please confirm the "longstop date" by which MCA funds will have been spent, and where applicable, recovered.

For Active Travel Fund monies..... 31st March, 2022
For SCR Gainshare ..... 31st March, 2022
For Transforming Cities monies ..... 31st March, 2023

To be confirmed at Full Business case (see section 2.1).

[Please provide a final 'backstop date' when all recoverable funds will be returned to the MCA (where applicable)]

FINANCIAL DIMENSION 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 accounted for?
What is the current cost certainty and is this in line with the stage of business case development (e.g. at FBC it is expected that there would be a high level of cost certainty)?

7 - MANAGEMENT DIMENSION

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, the MCA will monitor the project against these milestones for the duration of the works.

*[The lines provided below are based on an infrastructure project, **please amend as appropriate**]*

Key Milestones	Any Dependencies	Date
All Funding Secured	MCA approval of FBC, based on information available for phase two at that time, with conditions as required.	Nov '21
Cabinet/ Board / External Approvals		Oct '21
Procurement Complete (phase one)		Oct '21
Procurement Complete (phase two)		Jun '22
Traffic Regulation Orders (phase one)		Oct '21
Traffic Regulation Orders (phase two)		Jun '22
Land Acquisition Complete		Not applicable
Evaluation Report - Mid Term Review		Mar '22
Scheme Opening (phase one)		Mar '22
Scheme Opening (phase two)		Mar '23
Evaluation Report - Process Evaluation		Mar '23
Evaluation Report - Outcome Evaluation		Apr '24

7.2 - As per the milestones above, give a realistic indication of when the scheme should commence. Highlight any key dependencies needed to achieve these milestones.

Commencement of phase one – November '21
Commencement of phase two – June '22

This is dependent upon funding decision and traffic regulation orders; no other statutory processes are required.

[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	Not applicable – scheme deliverable under permitted development rights
CPOs	Not applicable – scheme to be delivered wholly within the public highway
Public Consultation	July '21
Public Inquiry	Not applicable.
Traffic Regulation Orders	July '21
Transport and Works Act	Not applicable.
Public Sector Match Funding	Not applicable.
Private Sector Match Funding	Not applicable.
Procurement Contracts	Phase one – November '22 Phase two depended on procurement route – to be determined
Revenue Funds	Not applicable.
Partnership Agreement	Not applicable.
Other Statutory Processes (please specify)	Not applicable.

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

The project is to be managed in line with RMBC procedure, with reference to PRINCE2, under the established governance structure outlined in section 7.5.

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.

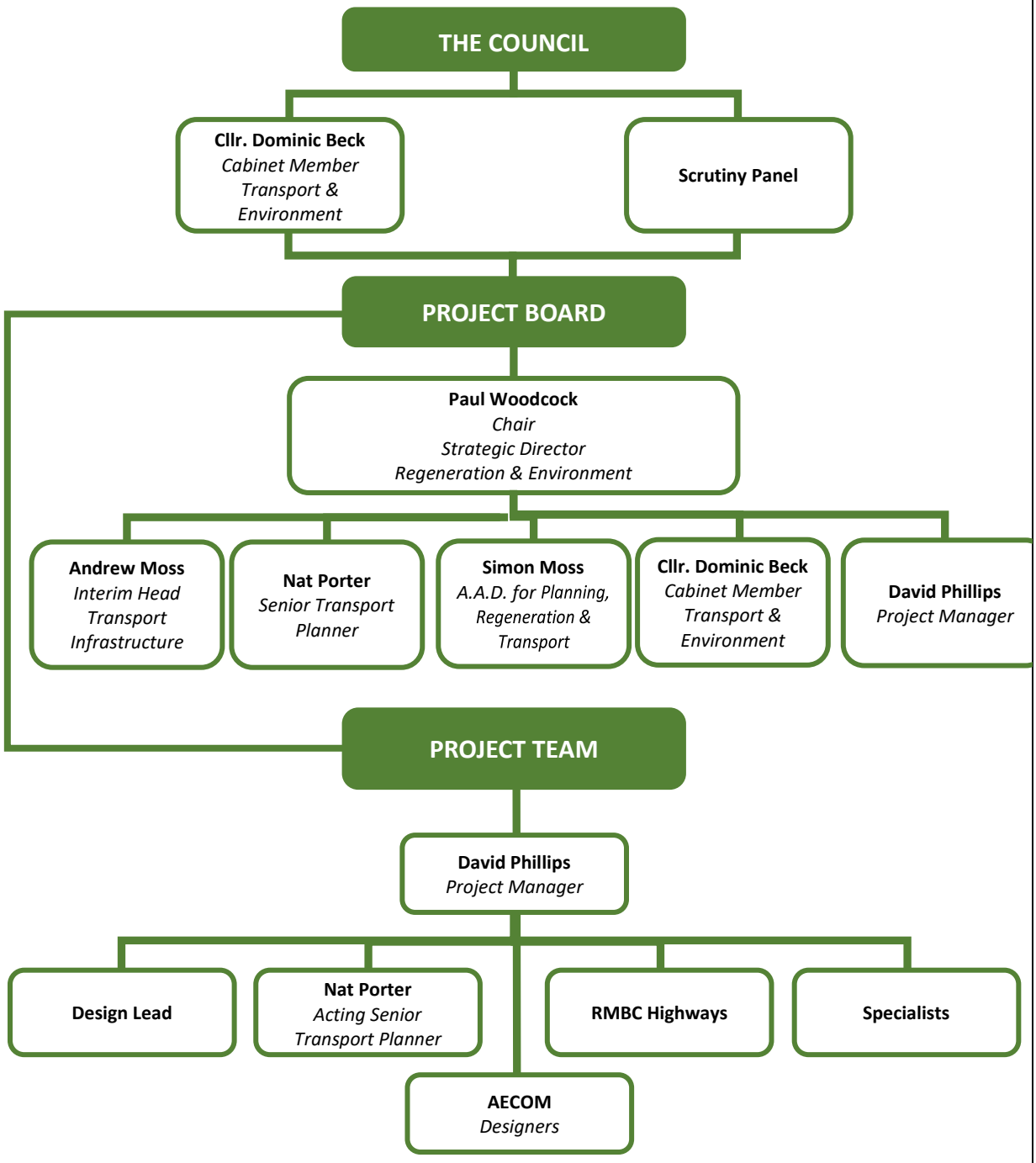
In procuring this support, the Council is taking advantage of the efficiencies available, both in terms of financial and technical support, by using the Midlands Highways Alliance procurement framework, which has already proven successful in procuring other significant highway works within the district 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.

Broom Road cycleways
Project Governance Organogram



Senior Responsible Owner: Paul Woodcock - Strategic Director Regeneration and Environment
Project Manager: Nat Porter, Senior Transport Planner
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 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.

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 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

Key Risks and Mitigations - What are the key risks that are likely to affect the implementation of this scheme and what measures are planned to mitigate these risks? Enclose the current Scheme Risk Log in Appendix 3.

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

Total Risk	£ 669,326	**% of Total Cost**	22%

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]*
1. Narrow & substandard traffic lanes and footways on part of Broom Road likely to be raised at Road Safety Audit with no alternatives available *Probability: 20%* *Not a financial risk*	Ensure robust consideration of any road safety audit concerns, informed by all available evidence and design guidance, corroborated across multiple sources where possible. Experience on Sheffield road indicates this is likely to be resolvable at RSA1.	Design team
2. Unforeseen utility works *Probability: 75%* *Estimate: £ 262,617*	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. Seek to design out need of diversions as far as practicable.	Design team
3. Works cost not market tested *Probability: 90%* *Estimate: £ 180,000*	Development of design with updated cost plan produced at each gateway	Client
4. 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) *Probability: 75%* *Estimate: £ 39,375*	Cost plan includes for full width resurfacing in light of extents of kerb works	Client
5. 1/17 and 1/13 may be onerous - resulting in additional night and weekend working *Probability: 75%* *Estimate: £ 26,875*	TM to be further developed at appropriate point in design	Design team

7.11 - STAKEHOLDER ENGAGEMENT

Please describe stakeholder engagement and the outcome of relevant public consultation. (max. 300 words)

RMBC executive members are continually engaged in respect of the development of the scheme. Ward members have not, at point of submission, being engaged, owing to tight timescales clashing with the local election campaign. It is envisaged that ward members engagement will commencewithin a few weeks of submission.

Public consultation will be undertaken post OBC, so as not to raise expectations of delivery until RMBC has sufficient confidence SCR will be minded to fund the proposals.

[Summarise the engagement and consultation undertaken to demonstrate the scheme is supported. Please append any relevant reports which describe the consultation which has been undertaken.]

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. Monitoring and evaluation arrangements will be confirmed with reference to the TF programme level M&E Plan at FBC. This will also reflect best available understanding of the impact of the COVID-19 pandemic, refining sensitivity tests conducted as part of assessment at OBC to mitigate risks around those impacts.

[Please specify what resources will be made available for this evaluation process, when this will be completed and when the MCA 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)

Not applicable.

[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. An existing ATC will be utilised to monitor traffic levels on Broom Road, and the two annual cordon count points on Wellgate will be used to monitor active travel activity. Surveys of perception of the local community will be conducted before and after scheme implementation – the before survey forming part of the public consultation exercise. An allowance of £10,000 has been allowed for in the financial case for undertaking and analysing these.

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).

At this point, monitoring will be undertaken to ensure scheme performance can be analysed post completion; owing to potential changes in post-COVID demand for travel, it cannot be clear at this how evaluation will disaggregate from these impacts and so provide meaningful information. Further information on impact evaluation will be provided as appropriate at Full Business Case stage, with reference to the programme Monitoring and Evaluation Plan, and reflecting best understanding of the post-COVID baseline available at that time.

Evaluation will be led by SCR at TCF programme level.

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

MANAGEMENT DIMENSION 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?

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 Commercial 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 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 the MCA.

Document Sign Off

8 – DECLARATION AND SIGN OFF
On signing the 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 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 FBC in sufficient detail to allow the members to take an informed decision. At this point, under Local Government access to information provisions, the 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. The MCA will require evidence of this through the assurance process.* 2. *Funding 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 MCA 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 MCA 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 Direction, Regeneration & Environment
Date:	11th June '21
Counter signatory – Director of Finance	

Outline/Full Business Case

Name:	Graham Saxton
Role:	Assistant Director of Financial Services
Date:	14th June 2021

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