Outline/Full Business Case

Sheffield City Region

TRANSFORMING
CITIES FUND

1 - SCHEME DETAILS	
1.1 - SCHEME & APPLICANT'S INFORMATION	
Scheme Name:	Doncaster Road, Dalton improvement *[The official name of the scheme]*
Scheme Location/ Address, including Post Code and Local Authority Area:	Dalton Rotherham, S65. *[Provide full details of the scheme location, including address, postcode and Local Authority area(s) - in addition please also append a site map/ plan]*
Applicant Organisation, Size & Company Registration Number (if applicable):	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham S60 1AE Large *[The full (legal and official) name, address, size (S/M/L) and registration number (if applicable) of the applicant organisation – this is the organisation who will receive any funds]*
Contact Name and Role:	Mr Nathaniel Porter Senior Transport Planner *[Provide details of the project lead for this scheme within your organisation]*
Address:	Rotherham Metropolitan Borough Council Regeneration and Environment Riverside House Main Street Rotherham Metropolitan Borough Council S60 1AE *[Address details for the project lead]*
Email:	nat.porter@rotherham.gov.uk *[E-mail address details for the project lead]*
Telephone:	01709 254377 *[Telephone number for the project lead]*
Other Delivery Partners and Roles:	Not applicable *[Provide details of other delivery partners and their role(s) in the delivery of the scheme]*
1.2 - FINANCIAL SUMMARY	
A - Total Scheme Cost (£)	**£ 1,912,175** *[Provide total scheme costs - (B+C+F=A)]*
B - Total Private Investment (£):	**£ Nil** *[Provide details of total private investment secured or anticipated]*

C - Total Other Public Sector Investment (Non-SCR Funding) (£):	**£ Nil** *[Provide details of total other public sector investment secured or anticipated]*
D - SCR Grant Funding Sought (£):	**£ 1,912,175** *[Provide details of the total SCR grant funding sought – i.e. non-recoverable]*
E - Total SCR Funding Sought (£):	**£ 1,912,175** *[Provide details of the total SCR funding sought – (D+E=F)]*
F - SCR as % of Total Scheme Investment (G=F/A):	**100%** *[(G=F/A)]*

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 completed and cost estimates reviewed. Improvements have been made to scheme proposals in response to consultation with SYPTE and bus operators, to maximise outcomes for buses.

[This includes total project cost, SCR funding request key dates and milestones, spend profiles, progress with other funding applications and any other material changes relevant to this scheme – maximum 200 words]

2 - SCHEME SUMMARY

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

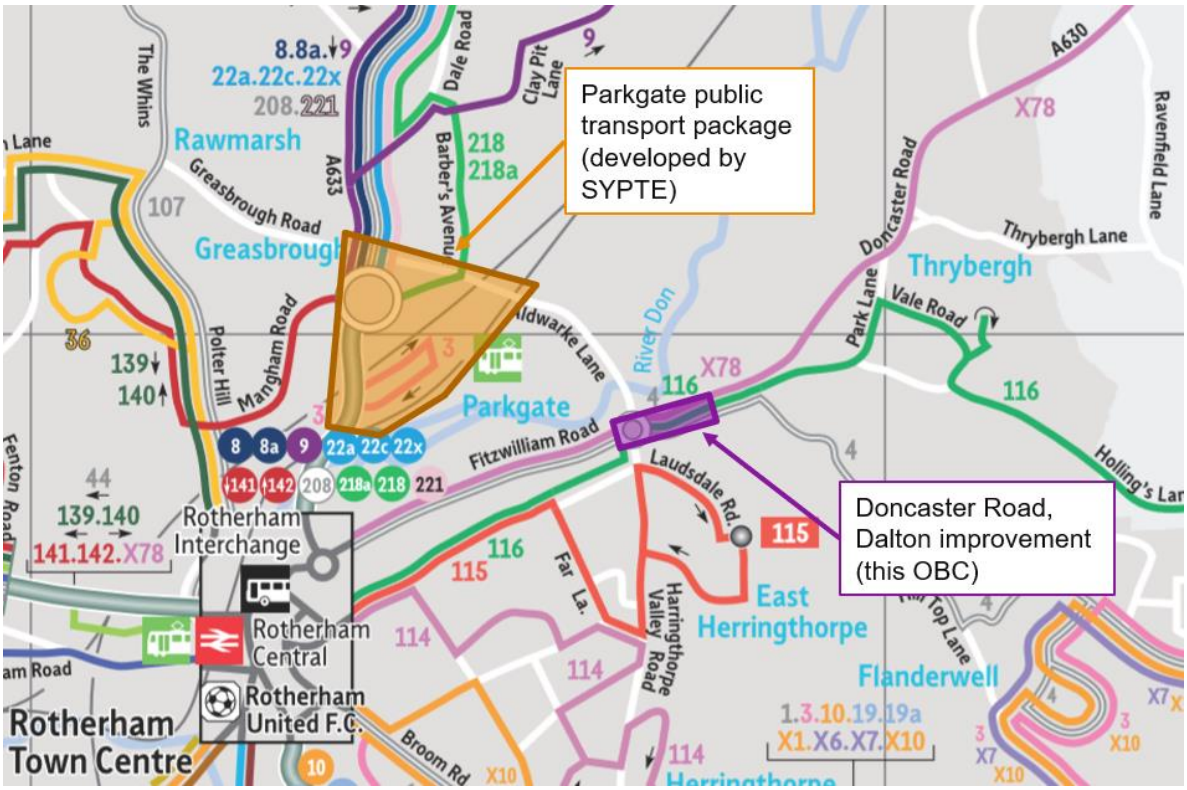
Gateway / Stage	Date Planned at SOBC	Date Achieved / Planned	Reasons for Variance
Strategic Outline Business Case		2019	
Outline Business Case	January 2021	April 2021	Review of resource planning
Full Business Case	September 2021	December 2021	Consequential
Full Approval and Contract Award	December 2021	February 2022	Consequential
Start on Site / Begin Delivery	January 2022	March 2022	Consequential
Completion of Delivery/Outputs	August 2022	October 2022	Consequential
Completion of Outcomes	August 2022	October 2022	Consequential
Project Evaluation	July 2023	September 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.

The improvement of 400m of the A.630 Doncaster Road, Dalton, with associated revisions to junctions and crossings. The scheme provides an additional eastbound traffic lane between Mushroom Roundabout, Rotherham and Dalton Lane, Dalton, to ease the flow of traffic away from the roundabout and reduce the instance of blocking back onto the roundabout. This will reduce journey times and improve reliability for buses, notably the regional Sheffield – Rotherham – Conisbrough - Doncaster X78 service, serving the 'River Don Corridor', as well as bringing journey time savings associated with

reduced exit blocking at Mushroom Roundabout. The scheme also offers benefits complementing those afforded by South Yorkshire Passenger Transport Executive's proposed Parkgate public transport package, as well as bus priority schemes proposed elsewhere on the X78 by Doncaster and Sheffield Councils.

The proposal is illustrated on the drawing included as **Appendix One.** A plan showing the location of the scheme in its wider context including other complementary public transport proposals in Rotherham, is provided below.



[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 400m of improved highway.

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

3 - STRATEGIC CASE

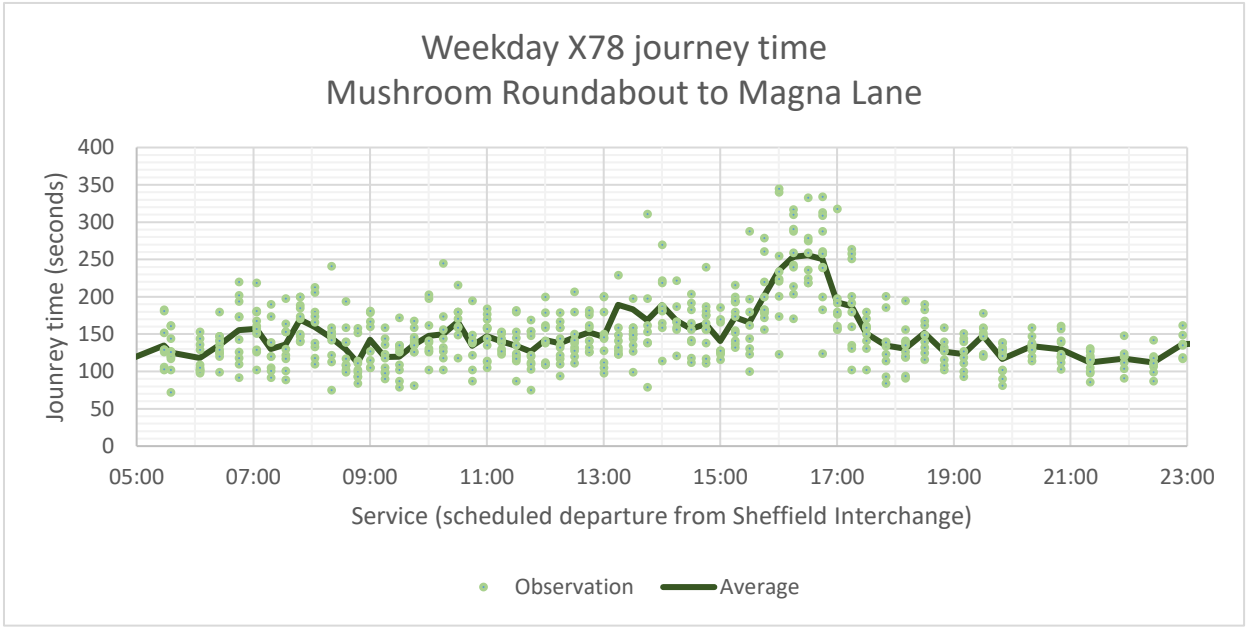
PART 1 - SCHEME RATIONALE

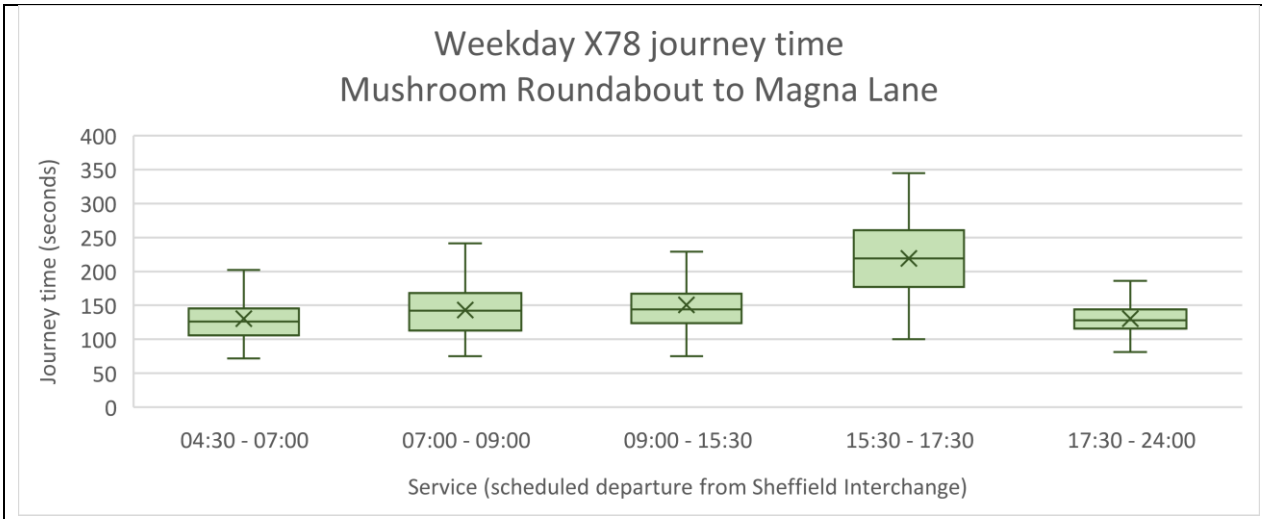
3.1 - What opportunities or barriers will this scheme unlock?

The scheme forms part of the River Don corridor identified by Sheffield City Region as a priority corridor in the Transforming Cities programme Strategic Outline Business Case. This corridor links the centres at Sheffield, Meadowhall, Rotherham and Doncaster, the latter including onward extension to growth areas at Unity and Doncaster Airport.

Two main public transport services serve this corridor; local rail services between Sheffield and Doncaster, and the X78 bus service. On account of different routing and greater frequency of stops, the latter affords greater connectivity, particularly in residential areas in the east end of Sheffield, in Rotherham, and on the western side of Doncaster, as well as in the employment areas in the Lower Don Valley. The X78 also provides interchange with rail services and bus services at Doncaster, Rotherham, Meadowhall and Sheffield, and forms a vital strand of the S7 corridor identified in the SCR's SCRIPT study.

The X78 services suffer significant delays at several points along the, including at Dalton. Delays arise in the evening peak owing to traffic congestion on Doncaster Road leaving Mushroom Roundabout. A significant contributor to this is traffic congestion on the exit side of Mushroom Roundabout, as illustrated in the charts below.



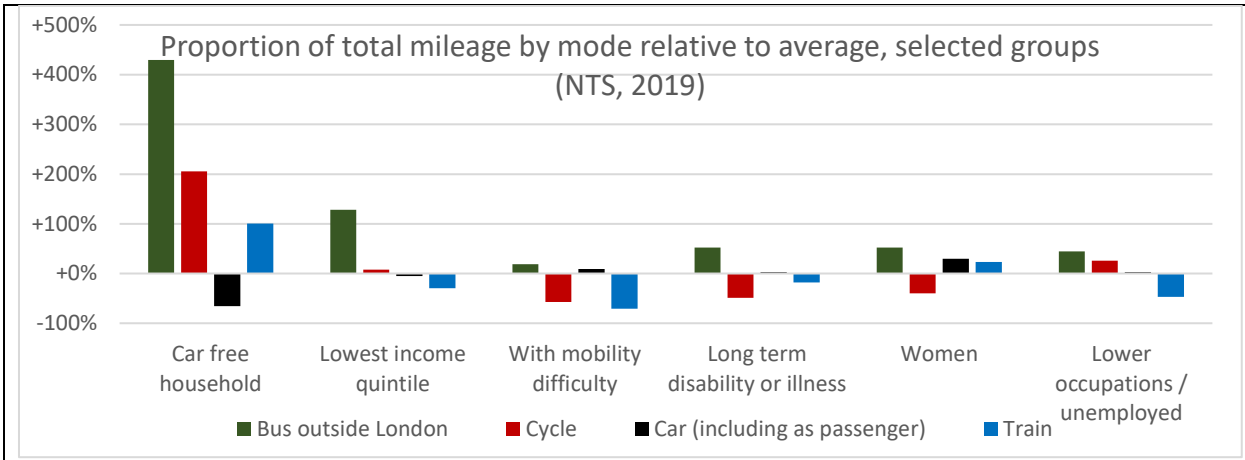


As can be seen from the charts, journey times and reliability both worsen markedly in the evening peak. Considering services departing Sheffield Interchange between 3.40 pm and 5.20 pm (i.e. scheduled to arrive at Thrybergh between 4.30pm and 6.10pm), against those in the daytime interpeak, average journey times are some 69 seconds, or 45%, greater. Whilst the existing 280m long bus lane, and associated pre-signals, on the Fitzwilliam Road approach to the roundabout means these delays are no as great as they might be otherwise, this demonstrates that even with this existing bus priority there is need to address the issues on the exit side of the roundabout.

Journey time variability is also markedly worse in this period, with an interquartile range of 84 seconds in the evening peak, compared against 43 seconds in the daytime interpeak.

The proposed scheme will provide a more efficient and reliable arrangement, that will improve bus journey speeds, with the intention of shoring up the commercial viability of services, ensuring public transport is maintained and improved to ensure in turn the equity of access to opportunities and services can be maintained and improved, and to maximise the attractiveness of public transport as an alternative to the private car. This in turn can be expected to result in mode shift from car to bus compared against the 'do minimum' scenario, with the attended economic, health and environmental benefits attendant with that.

Observed delays can be expected to contribute to real-world consequences. Research indicates that a 10% increase in journey times can be expected to result in an 8% increase in operating costs (Begg, 2016).The same research indicates that a 10% increase in journey times can be expected to result in *at least* a 10% drop in bus patronage. This twin pressure on commercial viability highlights that the issue is not simply one of additional delays to bus passengers (undesirable as they are) but also the threat to the continuation and improvement of public transport services. As illustrated in the chart below, this may be particularly problematic for those without access to a car, but also for who are consistently more dependent on buses as a proportion of their total travel (and so more vulnerable to declines in service).



Finally, maintenance of and improvements to bus services will have a vital role to play in achieving zero transport carbon emissions. Whilst much focus is given to active modes, rather than public transport, in decarbonisation plans, in generality, only 15% of car mileage (and so emissions) is accrued on trips up to 5 miles - roughly the point at which cycling rates fall off dramatically even in high cycling nations. Whereas 44% of car mileage accrued in trips between 5 and 25 miles in length, where interurban bus services can play a strong role in reducing car mileage. (NTS0308).

More specially for this project, over the scale of the SCR identified River Don corridor, public transport provides the best opportunity for an inclusive and credible sustainable alternative to travel by car - Sheffield to Rotherham is 7 miles, and Rotherham to Doncaster is 12 miles.

[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)
*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 and are taken to be aligned to and linked the Strategic Economic Plan. This provides the context for **Table 2**, which demonstrates how this project will contribute towards these.

Table 1:

Transport Strategy Goals	Mayoral Commitments	Transport Strategy Policies
1. Residents and businesses connected to economic opportunity	I will develop a plan for road investment that takes a co-ordinated long-term perspective I will actively support improved public transport connections to Doncaster Sheffield Airport I will develop a plan for road investment that takes a co-ordinated long-term perspective	1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this 2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this 3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision
2. A cleaner and greener Sheffield City Region	I will undertake a review of the bus network in South Yorkshire, to look at all options for improving local bus service	4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs 5. Lead the way towards a low carbon transport network, including a zero-carbon public transport network 6. Work in tandem with the planning and development community to create attractive places
3. Safe, reliable and accessible transport network	I will invest in services to ensure that residents with disabilities, young people, the elderly and those who are isolated economically and geographically are able to 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. Ensure people feel safe when they travel and invest in our streets to make them more attractive places. 8. 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. 9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces

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

Table 2:

Goal	Policy	Link to proposed scheme
1	1	The proposed scheme will improve journey times and reliabilities for the existing X78 Sheffield – Meadowhall – Rotherham – Doncaster bus service, maintaining and improving access to jobs skills and opportunities in areas in the River Don growth area. The scheme also has benefits in respect of journey times for traffic generally; these will also support this policy.
1	2	The proposed scheme will result in faster journey times and improved reliability along the X78 service, as well as for local buses, with complementary benefits for road freight and other road users. The scheme also has benefits in respect of journey times for traffic generally; these will also support this policy.
1	3	Combined with proposals supporting public transport at Parkgate, Meadowhall and Warmsworth, the scheme will invest in an integrated package of infrastructure which will serve future sustainable economic growth in the River Don growth area. The scheme also has benefits in respect of journey times for traffic generally; these will also support this policy.
2	5	The scheme will lay the groundwork for a significant transition to a low carbon transport network. By improving bus journey times and reliability, the scheme will help mitigate against drivers of decline in bus services and patronage, building a stronger base on which to encourage a modal shift away from the private car to buses. Buses, and particularly interurban buses such as the X78, are particularly important in achieving timely decarbonisation, given their energy efficiency, low requirement for new infrastructure (compared to say, rail or active travel), and their ability to provide an alternative to the car journeys over 5 miles length which make up 85% of car mileage.
3	9	The scheme will ensure sustainable and inclusive access to employment opportunities and services along the River Don Corridor, in Doncaster, Rotherham, Meadowhall and in Sheffield, as well as connecting communities to onward rail and bus services at Doncaster, Rotherham, Meadowhall and Sheffield. As highlighted in Section 3.1, bus services are especially important in ensuring inclusive access, given the relative dependence on many marginalised and/or vulnerable groups. The scheme also has benefits in respect of journey times for traffic generally; these will also support this policy.

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

- Invest in new local transport infrastructure to boost productivity;
- Improve public transport and sustainable transport connectivity;

- Improve access to employment sites, Enterprise Zones, development sites, or an urban centre that offers particular growth/employment opportunities.

As well as the SCR specific TCF objectives of:

- Connecting areas of deprivation/transport poverty to areas of economic opportunity by public transport and active travel modes; and

- Seeking to achieve significant mode shift away from the private car on key corridors and in areas where future growth ambitions and improved health and air quality would otherwise be compromised.

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

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

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

The document has three main objectives:

- An economic objective, by building a strong, responsive and competitive economy.

- A social objective, supporting strong, vibrant and healthy communities

- An environmental objective, protecting and enhancing the natural, built and historic environment

The proposed scheme is being developed to meet this current national policy through enabling and encouraging use and provision of public transport services 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 Rotherham town centre, 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 along the identified Major Road Network.
- The scheme supports policy CS14 to improve accessibility and manage demand for travel by *inter alia* locating development on key bus corridors; in the case of this scheme the maintenance and improvement of bus services will be a prerequisite to achieving this.

Rotherham Transport Strategy

The scheme is aligned to the key objectives and actions in the Rotherham Transport Strategy, generally to improve the public transport network so it provides an alternative to the private car. In particular, the project supports –

- Theme 4 - to improve connectivity between major settlements;
- Theme 5 - to develop public transport that connects people to jobs and training; and,
- Theme 13 - to reduce the amount of productive time lost on the strategic and local road network and to improve its resilience and reliability.

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 including –

- Creating a more reliable, less congested transport network; supported by this project enabling use of more space-efficient modes such as buses; and,

- Improve accessibility to major employment centres; in this case, by improving bus services between Rotherham, Doncaster, Meadowhall and Sheffield.

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 SCR strategic objectives and policies as set out in section 3.2

[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 are dependent upon any other project or investment, aside from the continued operation of bus services by commercial operators. The services on the route, including the X78, has continued operated throughout the COVID-19 pandemic as a commercial service supported by the national COVID-19 Bus Services Support Grant scheme.

[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?

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 bus journey times and reliability outlined in this business case, and incidental wider benefits. This may

also undermine other projects that may benefit from improved access by public transport - for example, improvement to rail services identified or referred to in the Rail Implementation Plan including HS2, Northern Powerhouse Rail, and the proposed Midland Mainline station for Rotherham.

[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 and quantifiable, using data already collected by South Yorkshire Passenger Transport Executive.

Objective 1 ..... To improve eastbound bus journey times in evening peak hours
Measure of success Reduction in mean journey time of X78 services between 4pm and 7pm from 194 seconds to 168 seconds.
Timescale ..... 1 and 3 years post opening
Indicators..... X78 journey time between Mushroom Roundabout and Magna Lane
Dependencies, Risks, Constraints
..... Permanent changes in travel demand (especially commuting) arising from COVID-19 pandemic
Note..... This indicator will also be used as a proxy to monitor journey times for traffic generally.

Objective 2 ..... To improve eastbound bus journey reliability in evening peak hours
Measure of success Reduction in 95th percentile journey time of X78 services departing Sheffield between 4pm and 7pm from 314 seconds to 250 seconds.
Timescale ..... 1 and 3 years post opening
Indicators..... X78 journey time between Mushroom Roundabout and Magna Lane
Dependencies, Risks, Constraints
..... Permanent changes in travel demand (especially commuting) arising from COVID-19 pandemic

Objective 3 ..... To increase bus patronage relative 'do minimum'
Measure of success ... to be confirmed at FBC.
Timescale ..... 1 and 3 years post opening
Indicators..... SYPTE bus patronage data
..... Fitzwilliam Road annual cordon count point
Dependencies, Risks, Constraints
..... Permanent changes in travel demand (especially commuting) arising from COVID-19 pandemic

Detail of all of these will confirmed at FBC, including with updates to reflect any changes that might be expected per the best available understanding of the post-COVID situation available at that time.

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

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

There will be some negative environmental impacts in relation to the extraction and transportation of materials for the scheme along the supply chain, and with the construction of the scheme locally. These impacts are considered to be typical for a scheme of this scale. Many of these impacts, and all the local ones, will be experienced only during construction and future maintenance.

As a highway improvement that will bring benefits to general traffic as well as buses, there is risk of induced demand for car travel with its attendant impacts. This will be mitigated in part by a signal control strategy to manage volume of traffic able to proceed onto Mushroom Roundabout, and manage the improvement in journey times for general traffic.

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. 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	Operating signals at Mushroom Roundabout to manage downstream traffic volumes
Option C. Viable alternative option 2	Create additional eastbound traffic lane, reserved for buses
Option D. Viable alternative option 3	Provision of cycling infrastructure
Option E. Viable alternative option 4	Create additional eastbound traffic lane at the expense of parts of the existing westbound bus lane, but also increasing the length of entry lanes open to all traffic.
Option F. Preferred way forward	Create additional eastbound traffic lane, open to all traffic

[Please provide evidence of the options assessment and justification why the preferred option was chosen. One of the options should include a lower contribution from SCR than the preferred. Only the

main options need to be reported here, not variants or sensitivity tests. Add or subtract rows as appropriate]		
	Strength/ Weaknesses compared to Do Min *[Qualify - max 50 words per option]*	**Expected Outcomes compared to Base Do Min** *[Qualify - max 50 words per option]*
Option A (Do Minimum)	Capital saving to the Treasury. Bus services continue to suffer poor journey times and reliability. Wider benefits not realised. Undermines case for parts of the wider Transforming Cities Fund programme on X78 corridor.	Continuation of decline of bus services. Accelerated mode shift towards private car. Reduced accessibility for vulnerable and/or marginalised groups, especially households without cars.
Option B	Reduced project cost, but additional costs associated with additional bus priority likely to be required. Additional bus priority may have opportunity cost for future active travel works on e.g. Fitzwilliam Road. Reduced risk of induced demand. Greater congestion owing to gating of traffic, including in Fitzwilliam Road AQMA. Potential to undermine efforts as part of the joint Sheffield-Rotherham Clean Air Zone to resolve the AQMA on Fitzwilliam Road.	Worsened congestion, with attendant disbenefits to road users and frontagers. Increased congestion may impact on buses on different parts of the network, undermining benefits. Worsened air quality in Fitzwilliam Road AQMA.
Option C	Reduced risk of induced demand. Benefits for bus not realised, as 'pinch point' at head of queue would remain, and bus lane would be downstream of the queue.	As option A.
Option D	Markedly increased cost (if sufficient network to be provided to result in significant modal shift). Potential increase congestion, and worsened bus journey times, if road space taken away from motors. Mode shifts from car to bicycle (helpful for public transport in reducing traffic and	Continuation, and perhaps acceleration, of decline of bus services. Mode shift from bus to cycle may further undermine public transport services. Reduced accessibility for vulnerable and/or marginalised groups, especially households without cars.

	congestion) but also from bus to bicycle (unhelpful). Mode shift from bicycle to car unlikely to be significant enough to address delays for buses in near-term.	
Option E	Eastbound bus journey times and reliability maintained and improved. Moderate cost, and high value for money (BCR = 3.65) Worsened westbound bus journey times, in absolute terms and relative to car traffic Does not require wider network-scale works to achieve benefit. Risk of induced demand for car travel (greater than preferred option).	Faster and more reliable bus journeys eastbound but offset by worsened performance inbound. Greater improvement in journey times for road users generally.
Option F (Preferred)	Bus journey times and reliability maintained and improved. Moderate cost, and high value for money (BCR = 2.94). Does not require wider network-scale works to achieve benefit. Risk of induced demand for car travel.	Faster and more reliable bus journeys. Reduced bus operating costs and more attractive bus offer, leading to improved commercial viability. Greater use of buses, as opposed to cars, compared to 'do minimum'. Maintained and enhanced accessibility for vulnerable and/or marginalised groups, especially households without cars.

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***
The scheme proposals are within or adjacent to existing highway boundaries and can be delivered under permitted development rights. The scheme will be implemented under existing local highway authority powers. As such there is no conflict with statutory plans or processes. Third party land is required to deliver part of the scheme – it is envisaged this will be obtained by deed of dedication with the landowner. There is no cause at this point to believe the landowner is not prepared to dedicate land in this manner, though difficulties in contacting the landowner mean this is untested at this point. Work to establish lines of communication with the landowner is ongoing.

The proposed works are coterminous with the Fitzwilliam Road AQMA. The AQMA relates to exceedance of lawful concentrations of Nitrogen Dioxide (NO_2). RMBC is directed by the Secretary of State to achieve compliance in the shortest possible time – as part of the joint Sheffield-Rotherham Clean Air Zone, this is to be achieved no later than 2022. In respect of the relevant AQMA, this will be achieved through a support package to facilitate upgrades to vehicle fleets, in particular the upgrade of all buses in Rotherham to the Euro VI standard.

The proposed TCF scheme is considered unlikely to have any material positive or negative impact on concentrations of NO_2 without or beyond the AQMA. This has not yet been confirmed by modelling (because the model used does not incorporate all proposed and directed CAZ measures in respect of vehicle fleet), nor will it be included in the core CAZ preferred option scenario (because construction will be completed after the June 2022 cut-off for that project).

A sensitivity test will be undertaken once the other parameters of the core CAZ preferred option scenario have been determined, incorporating both CAZ measures and the proposed scheme, to confirm this will not have adverse air quality impacts This test will be available at FBC submission. RMBC will not progress the scheme in the unlikely case that it undermines efforts to achieve compliance with statutory air quality limits. It is noted that the appraisal exercise predicts a small reduction in greenhouse gas emissions as a consequence of the scheme; whilst these are different, it stands to reason that a similar reduction in tailpipe NO_x emissions can be expected, though the sensitivity test will be required to confirm impacts on local concentrations.

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

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

In addition to benefits for buses, the proposals will bring journey time benefits for vehicular traffic generally, associated with reduced incidence of queueing reaching Mushroom Roundabout. There will also be delay savings for pedestrians associated with conversion of the existing staggered crossing to a single stage arrangement.

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

STRATEGIC CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)
Does the scheme have a clear strategic rationale and align to SCR's objectives the SEP and TCF?
Does the scheme effectively align with other policies locally, sub-regionally and nationally?

Are SMART objectives clear and consistent with the nature of the scheme?
Have all realistic options for meeting objectives been identified?
Are there any adverse consequences if the scheme goes ahead / does not go ahead?

4 - ECONOMIC CASE

PART 1 - OPTION APPRAISAL

4.1 – Have you modelled and appraised your scheme following DfT guidance in webTAG or elsewhere?	**Yes**	

4.2 – If not, please explain how you have estimated the future costs and benefits of your scheme.

Not applicable

[Please include the project life you have assumed and how you have treated residual values of assets and any private sector contributions.]

4.3 – Have you agreed a proportionate approach to modelling and appraisal with SCR	**Yes**	
Date of Agreement	15 Jan '21	

4.4 – What modelling approach(s) have been used to develop the economic case.

Transport modelling has been undertaken for the preferred option only, utilising SCRTM1, with additional analysis of outputs and baseline evidence to account for impacts not represented in a strategic model. Economic modelling has been undertaken using TUBA version 1.9.14. Further detail is given in the Forecasting and Appraisal Report, included as **Appendix Two.**

[Please set out the approach used and which models etc SCRTM1, PDFH, AMAT, or other have been used.]

4.5 – Which consultants, if any, did you retain for modelling and appraising this scheme?

Not applicable

4.6 What is the Short List of Options?

[Please provide a summary or short list of options as presented in 3.10.]

Option	Option Name	Option Description
A	Do Minimum	No action
B	Viable alternative option 1	Operating signals at Mushroom Roundabout to manage downstream traffic volumes
C	Viable alternative option 2	Create additional eastbound traffic lane, reserved for buses
D	Viable alternative option 3	Provision of cycling infrastructure
E	Viable alternative option 4	Create additional eastbound traffic lane, at expense of westbound bus lane
F	Preferred option	Create additional eastbound traffic lane, open to all traffic

4.7 - Please outline the options which have been considered and the associated cost, setting out the reasons for either rejecting the option or taking it forward as the preferred approach. (approx. 300 words)

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

	Total Capital Cost (£m)	SCR Funding Requested (£m)
Option A (Do Minimum)	**£ Nil**	
Consequences of Option A		
Buses will continue to be delayed in the evening peak, increasing operating costs and supressing passenger demand. This will undermine the commercial viability of bus services and increases risks of service cuts. Some bus passengers may shift to private car to make their journeys, resulting in a vicious circle of increasing congestion undermining bus services. Cut to bus service could be expected to impact on the accessibility of employment opportunities, impacting in particular on those without access to a car, and with adverse impacts disproportionately falling on more vulnerable groups. *Max. 100 words*		
Option B	**Unknown, possibly nil**	**100% of any capital cost**
Reason for rejecting Option B		
To be effective, this would require traffic to be held on *inter alia* Fitzwilliam Road to ensure demand on downstream links (e.g. Doncaster Road) remained within capacity. Additional congestion on that link is considered unacceptable, as this would undermine efforts to bring levels of Nitrogen Dioxide within statutory limits. Costs are unknown as these would primarily relate to any additional bus priority that would be required to mitigate against increased and/or relocated queues. This option was ruled out prior to work identifying what would be required. *Max. 100 words*		
Option C	**£ 1,940,000**	**£ 1,940,000**
Reasons for rejecting Option C		
Whilst in principle reserving the additional lane for buses might lock in benefits to buses and mitigate risk of induced demand for car travel, in this case it is the merge on the exit side of the junction that is the 'bottleneck' which creates the congestion impacting on buses. Reserving the additional lane for buses would effectively retain this bottleneck. Consequently, congestion would remain in advance of the bus lane, and so buses would not be able to reach the reserved lane and so bypass congestion. *Max. 100 words*		
Option D	**£ 1,670,400**	**£ 1,670,400**
Reasons for rejecting Option D		
Automatic traffic count data on Fitzwilliam Road indicates an annual average eastbound traffic flow of 677 motor vehicles in the evening peak hour (4-5 pm) on workdays. The equivalent figure for pedal cycles is 4. Utilising the method given by TAG Unit A5.1 section 2.3 (as might be used to generate forecasts for use in AMAT) suggests providing cycleways on Doncaster Road, Dalton could be expected to result in a cycling uplift of circa 29%, or 1 eastbound cyclist in the evening peak hour.		

Whilst significantly greater abstraction could, in time and with greater investment, be expected as a wider cycle network is developed and greater benefits from network effect are achieved, cycling infrastructure would not result in sufficient reduction in demand for car travel in the peak hour in the near term to materially address the congestion experienced by buses. As such, whilst cycling infrastructure might offer other benefits, it would not do anything to address the issues highlighted in the strategic case.		
Option E	**£ 1,800,000**	**£ 1,800,000**
Reasons for rejecting Option E		
Whilst achieving journey time benefits in both directions, and likely a higher benefit cost ratio compared against the preferred option (3.65), this would be at the cost of bus priority and journey times in the westbound direction. This is a significant weakness in respect of the strategic case, in that the additional journey time benefits would be largely enjoyed by car users, at the cost of bus passengers and operators. Economic appraisal for this option is included in Appendix 2, where it is referred to as the Alternate Option.		
Option F (Preferred)	**£ 1,912,175**	**£ 1,912,175**
Reasons for selecting Option F		
This option is the only one identified which addresses the issue highlighted in the strategic case, without risking undue adverse impacts especially in respect of congestion and emissions within the Fitzwilliam Road AQMA. This option also affords wider benefits for road users, in that car and freight traffic will also see reduced congestion associated with exit blocking at Mushroom Roundabout. An incidental improvement is also achieved for pedestrians, who will enjoy a simplified crossing. This option will complement the existing 280m long bus lane, and associated pre-signals, on the Fitzwilliam Road approach to the roundabout, which help minimise bus delays on the approach to the roundabout and ensure bus journey speeds and reliability are maintained on the exit side of the roundabout. Whilst not the strongest BCR of options tested, this option affords high value for money with a BCR of 2.94. This option is preferred in that it protects existing inbound bus priority in the inbound direction, and in so doing better meets the identified strategic need. Economic appraisal for this option is included in Appendix 2, where it is referred to as the Preferred Option. *Max. 200 words*		

4.8 – Is this project a <u>phase</u> 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	Yes	SCRTM1
Junction operation	Yes	SCRTM1
Public Transport re-assignment	No	
Demand / Mode shift	No	
Journey Time and Cost Savings	Yes	SCRTM1 / TUBA
Decongestion	No	
Improved reliability	No	
Increased Safety	No	
Improved Journey Ambience	No	
Improved Local Air Quality	No	See section 3.1
Noise	No	
Health / Mortality	No	
Impact on disadvantaged groups	No	
Agglomeration, Imperfect competition, more productive jobs	No	
Change in Land Use	No	
Active Modes	No	
Other (please specify)	GHG emissions quantified and monetised in SCTRM1 and TUBA	

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)	**Yes**	Appendix 2, sections 2-4
Model Specification (MSR)	**No**	
Local Model Validation (LMVR)	**Yes**	Appendix 2, section 3
Demand Model	**No**	
Forecasting Model	**Yes**	Appendix 2, section 5
Economic Case (VFM)	**Yes**	Appendix 2, sections 6-11
Active Model Appraisal Toolkit Spreadsheet	**No**	
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**	**2016**
	Opening Year	**2023**

	Future Year/s	2040

4.13 – Summarise briefly how the base year demand was estimated

See Appendix 2 section 3. In summary, the base year variant of SCRTM1 was used, cordoned down to the identified Area of Influence of the scheme.

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

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

See Appendix 2 section 3. In summary, model validation had already been undertaken as part of development of SYPTE's Parkgate Package, with additional checks undertaken to confirm validity in respect of journey times and traffic counts in the vicinity of Mushroom Roundabout.

Max 300 words - this can be a reference to a section of an appendix

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

See Appendix 2, sections 4 and 5. In summary, the future year variants of SCRTM1 were used, cordoned down to the identified Area of Influence of the scheme.
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.

PVC was calculated prior to development of the QRA; consequently, a nominal risk allowance of 15% of total costs was included. An increased optimism bias was also applied to reflect the underdevelopment of the QRA at the point of economic appraisal (see section 4.18). Owing to economic appraisal being conducted on an earlier version of cost estimates, values in the financial and economic cases may not be in complete alignment; however, given the BCRs estimated it is considered that the variation in cost (£ 37 thousand, or 2%) is *de minimis*.

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.

Profiled costs were entered into TUBA, which in turn automatically accounts for inflation and rebases costs to 2010.
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.

For project delivery costs, an optimism bias has been applied within TUBA, at a value of 25%. This is with reference TAG Unit A1.2, except that a slightly higher value has been used to reflect the underdevelopment of the QRA (see section 4.16). The increased optimism bias also reflects that whilst preliminary design is substantially complete, ground investigations have not yet been undertaken, and so there is an assumption as to requirements for earthworks and retaining structures associated with widening into the slope on the north side of the street.

An optimism bias of 44% has been applied to post-implementation maintenance costs.

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.

High and low growth sensitivity tests have been undertaken, as described in Appendix 2 section 6.3.

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

Scenario	PVB	PVC	BCR
HIGH GROWTH	£ 12,893	£ 1,575	8.19

CENTRAL	£ 4,567	£ 1,575	2.90
LOW GROWTH	£ 3,516	£ 1,575	2.23

PVB and PVC given in £ thousands

The PVB for the Central scenario is the Appendix 2, Table 20, row 3. For the high growth scenario, the greater general journey time savings highlighted in Figure 17 are included, but no additional benefit beyond that of the central case is assumed in respect of reduced eastbound bus and/or blocking back delays.

The PVB for the low growth scenarios are derived from the sum of –

- For general journey time savings, Figure 14, Appendix 2.
- For eastbound blocking back benefits, for general traffic and for buses, central figures were taken from Appendix 2, Table 18, and Appendix 2, paragraph 10.3). These were then factored in proportion to the changes in PVB for general journey time savings.

Because a strategic model is unable to accurately estimate delays associated with interactions between vehicles, such as the blocking back issue experienced in this case, the additional benefits associated with resolving the delay were estimated as explained in Appendix 2, sections 9 and 10. The limitations of the strategic model required an assumption in respect of scheme effectiveness in this respect. For the central case, 60% effectiveness was assumed. The sensitivity of benefits to differing levels of effectiveness were conducted, and results set out below.

Scenario	Assumed effectiveness	PVB	PVC	BCR
NIL EFFECT	0%	£ 2,476	£ 1,575	1.57
LOW EFFECT	30%	£ 3,547	£ 1,575	2.25
CENTRAL	60%	£ 4,567	£ 1,575	2.90
HIGH EFFECT	90%	£ 5,587	£ 1,575	3.55

PVB and PVC given in £ thousands

PVBs are taken from Appendix 2, Table 20.

No specific sensitivity test has been undertaken in respect of scheme cost as this is addressed by the applied optimism bias.

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.

In accordance with SCR guidance, the low growth scenario is taken to provide a test for sensitivity to changes in demand following the COVID-19 pandemic. See section 4.19.

An additional test for sensitivity in respect of economic parameters has also been undertaken, set out in Appendix 2 section 6.2. The results of this test are set out in the table below.

Scenario	PVB	PVC	BCR
CENTRAL	£ 4,567	£ 1,575	2.90
COVID-19	£ 3,912	£ 1,575	2.48

PVB and PVC given in £ thousands

The PVB for the Central scenario is the Appendix 2, Table 20, row 3.

The PVB for the COVID-19 scenario is derived from the sum of –

- For general journey time savings, Figure 20, Appendix 2.

- For eastbound blocking back benefits, Appendix 2, Table 18, row 2.
- For eastbound blocking back benefits specifically for buses, the Central figure of £51 thousand (Appendix 2, paragraph 10.3) has been assumed for both scenarios.

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.

Note the model takes the SYPTE Parkgate Package works to be committed development i.e. they are included in the Do Minimum model.

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			£ 2,516,000
Journey time savings from reduced exit blocking (general)			£ 2,040,000
Journey time savings from reduced exit blocking (bus passengers)			£ 51,100
Greenhouse gas emissions			£ 34,000
Indirect Tax change			- £ 74,000
Wider impacts (no land use change)			£ Nil
Total PVB			£ 4,567,100
Other non-monetised impacts	n/a	n/a	
Base (Public sector) costs			£ 1,095,624
Residual Risks			£ 161,843
Optimism bias			£ 317,533
Total PVC *(Explain Risk and OB assumptions in 5.19 and 5.21)*			£ 1,575,000
Core BCR		**2.90**	
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	Neutral
3. Greenhouse Gases	Scheme results in negligible reduction in emissions (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 due to small scale)	
2. Noise	(not applicable due to small scale)	
3. Local Air Quality	(not applicable due to small scale)	
4. Accidents	(not applicable due to small scale)	
5. Security	(not applicable due to small scale)	
6. Severance	(not applicable due to small scale)	
7. Accessibility	(not applicable due to small scale)	
8. Personal Affordability	(not applicable due to small scale)	

ECONOMIC CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)
Is the modelling and appraisal of preferred and alternate options proportionate to the cost and risks of the scheme to the public sector?
Is the preferred scheme sufficient to address the problems identified /meet forecasted demand and how has this been assessed?
In what respects does the modelling carried out comply with webTAG standards and do any shortfalls threaten the robustness of the appraisal?
What level of accuracy are the costings and what risks remain in the register?
How has any supplementary modelling of wider impacts been carried out?
What sensitivity tests have been conducted as part of the appraisal?
Does any significant data seem to be missing from the information provided?
Are there any significant environmental, social or distributional impacts of the scheme?

5 - COMMERCIAL CASE

PART 1 - PROCUREMENT STRATEGY

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

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 existing framework contract; this will be confirmed at Full Business Case. Direct appointment is currently seen as the best value route in light of tight timescales for delivery of the TCF programme and the timescales associated with competitive tender, particularly in light of uncertainties in respect of reaching agreement for dedication of third party land as highway. Current programme indicates procurement to commence in November '21.

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 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. *[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?

6 - FINANCIAL CASE

6.1 – COSTS

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

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

Cost Category	£ SCR	£ Other	£ Total
Preparatory Costs (costs incurred to reach award of contract / funding agreement)	185,000		185,000
Professional Fees	92,500		92,500
Acquisition of Land or Buildings	Nil		Nil
Site Remediation	Nil		Nil
Delivery Costs - Works / Building and Construction	925,000		925,000
Delivery Costs – Statutory undertakers equipment	350,000		350,000
Delivery Costs - Revenue Activity	Nil		Nil
Vehicles, Plant, Equipment	Nil		Nil
Risk Allowance / Contingency	281,900		281,900
Inflation	77,775		77,775
Post-Delivery Maintenance Costs	Nil		Nil
Total *[Please ensure this agrees with section 1.2]*	**1,912,175**	**Nil**	**1,912,175**

Degree of certainty of cost estimates	**60%**	*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)*

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	164,448
Preliminary works	Diversion of Virgin Media apparatus	43,098
Preliminary works	Diversion of Vodafone Ltd. apparatus	50,871
Preliminary works	Diversion of Cadent Gas apparatus	200,000
Preliminary works	Diversion of street lighting apparatus	50,000
	Eligible Cost Total	508,417

Note: Intention is to utilise eligible costs for preliminary works to enable ordering and programming of diversions to ensure scheme can be delivered to programme.

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

Funding Source *[Add additional columns if multiple funds from same organisation]*	**SCR**		**Other Public**		**Other European** *[Specify the actual funding stream]*		**Private** *[Specify the actual funding stream]*		**Total £'000**	
	Cap	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**
Funding Status *1 confirmed in writing 2 applied for 3 to be determined 4 conditions apply*	2									
2020/21	21								21	
2021/22	514								514	
2022/23	1,377								1,377	
2023/24	Nil								Nil	
Future Years (2024/25 onwards)	2023 is the final year SCR will receive TCF allocations.									
Total	**1,912**								**1,912**	
% 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.

[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. This was derived from the Quantified Risk Assessment included as **Appendix Three**. In the of 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. 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.

Economic appraisal includes an assumption for maintenance costs, with 1% of scheme costs applied with 44% Optimism bias four times over the appraisal period.

[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]

FINANCIAL CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)
Have scheme finances been assessed appropriately?
Has other funding been confirmed or what is the timescale for confirmation?
Are additional costs associated with overruns or post-delivery revenue requirements adequately accounted for?

7 - MANAGEMENT CASE

7.1 - DELIVERABILITY
Provide your anticipated timetable for delivery including the key milestones you expect. Please add scheme specific milestones as appropriate. This will form the basis for future progress reporting.

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

Key Milestones	Any Dependencies	Date
All Funding Secured		February 2022
Cabinet / Other External Approvals		February 2022
Procurement Complete		November 2021
Statutory Processes Complete	Traffic regulation orders only	December 2021
Land Acquisition Complete	Dedication of highway by deed only	December 2021
Full Business Case submission		December 2021
Full Business Case approval	Assumes approval by TEB	February 2022
Construction commences		March 2022
Evaluation Report - Mid Term Review		September 2021
Scheme Opening		October 2022
Evaluation Report - Process Evaluation		April 2023
Evaluation Report - Outcome Evaluation		October 2025

7.2 - As per the milestones above, give a realistic indication of when the scheme should commence. Justify your response considering factors such as the time required to secure statutory powers, secure match funding, procure contracts etc. Highlight any key dependencies needed to achieve these milestones.

Works are programmed to commence March 2022. This is dependent upon funding decision and traffic regulation orders; no other statutory processes are required.

In order to ensure diversions to statutory undertakers equipment can be diverted so as to meet this programme, it is proposed these are ordered in advance of FBC approval to facilitate their early programming – hence inclusion of these costs as eligible costs.

[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
CPOs	Not applicable
Public Consultation	Complete September 2021
Public Inquiry	Not applicable
Traffic Regulation Orders	Complete September 2021
Transport and Works Act	Not applicable
Public Sector Match Funding	Not applicable
Private Sector Match Funding	Not applicable
Procurement Contracts	Complete February 2022
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.

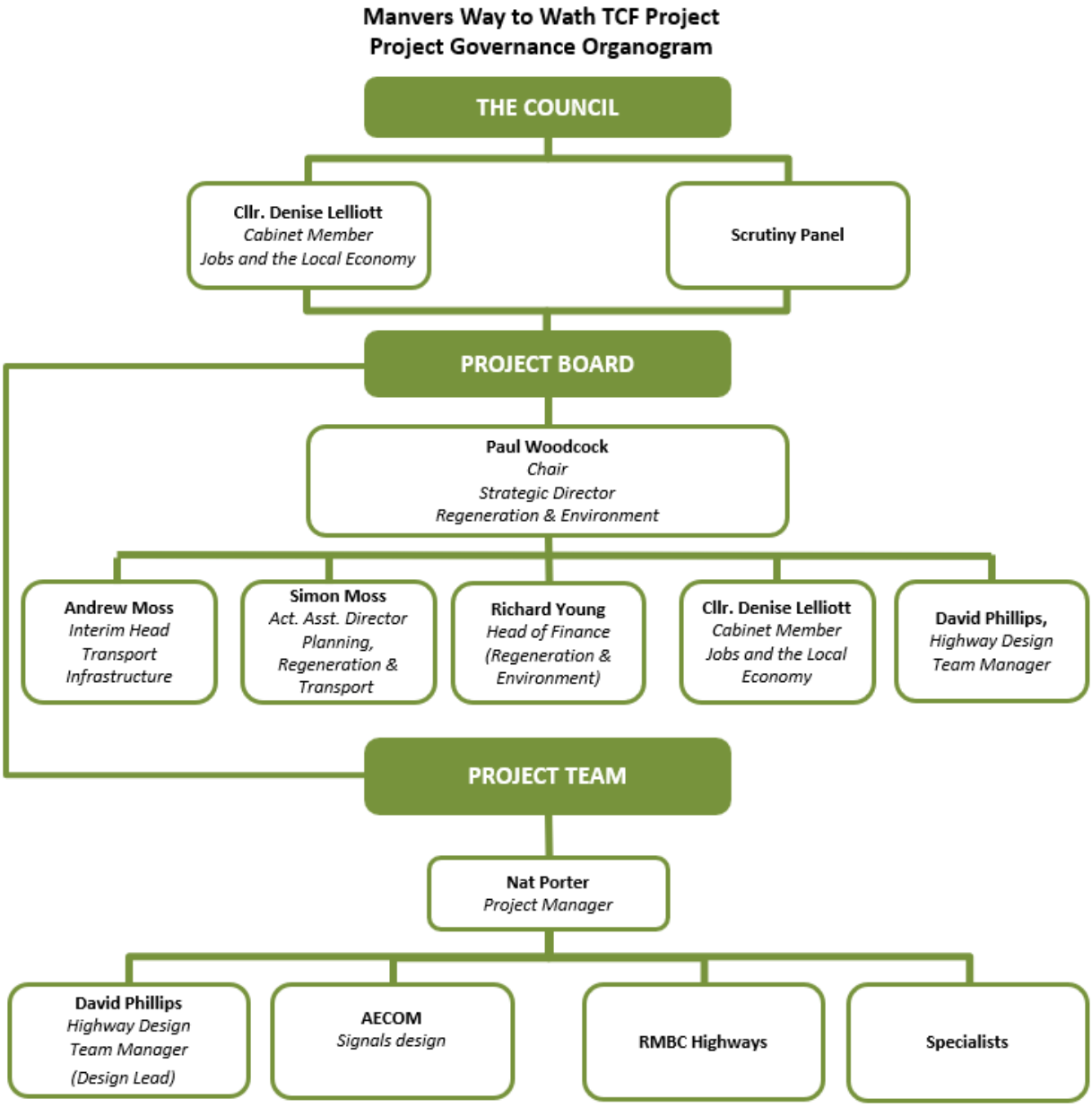
RMBC resources are to be supplemented through collaboration with specialist transport consultancies, procured through existing frameworks. This will allow expertise to be brought in at key points in the programme, without unnecessary pressure on internal staffing budgets.

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.



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.

[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

See **Appendix Three.**

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.

Total Risk	£ 281,900	**% of Total Cost**	15 %

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. Scheme is dependent on third party land, owner of which is not yet engaged	Continued efforts to contact landowner through multiple approaches.	N. Porter
2. Works cost not market tested	Development of design with updated cost plan produced at each gateway	D. Phillips
3. Rock or other hard material above CE threshold	Ground investigation in advance of construction	D. Phillips
4. Additional and/or extended tarmac layers at tie-ins or within scheme where lower layers to be retained	No mitigation possible	D. Phillips
5. Design amendments - miscellaneous dayworks	Design as compete as possible before issue.	D. Phillips

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

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

Stakeholder name	**Nature of engagement**	**Outcome of engagement to date**	**Follow on actions**
Ward Members	Teleconference and email updates	Positive engagement and support for the scheme.	Quarterly update on progress
Cabinet Member	Teleconferences	Full support the scheme and regular updates required. Reported through regular one to one and service level meetings as well as project board.	Monthly update on progress

Public and Businesses	Formal consultation through a public engagement process.	Scheme specific engagement has not been carried due to the need to manage expectation in case bid is not taken approved.	Statutory TRO process, plus letter drop with opportunity to respond by e-mail. Street notices will include a high-level plan of proposals with contact details for further information. 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. Continued engagement with bus operators aware of the scheme through regular dialogue at the Rotherham Bus Partnership (RBP). Concerns had been raised in respect of the impact of initial proposals (Option E), and their impact on inbound bus priority. Design revisions have been identified to address these and are included in the preferred Option F.	Ongoing engagement with SYPTE and bus operators. Report progress through RBP
Statutory undertakers	NRSWA notices	C3 notices.	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.
Third party landowners	Informal and legal engagement to secure deed of dedication	Informal approaches have not secured effective engagement thus far. Further efforts may have greater	Further engagement to secure deed of dedication

		weight upon OBC approval.	

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 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 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]

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.

Review of SYPTE bus journey time data will be conducted one- and three-years post completion to measure the impact of the scheme on improving bus journey times and reliability. This will provide the evidence to monitor the SMART objectives. Bus journey time and patronage data will be analysed from datasets routinely collected by SYPTE as set out in section 3.6. Monitoring of traffic volumes / impact on the wider highway network will be undertaking using an existing Automatic Traffic Counter located on Fitzwilliam Road, 1.2km east of the proposed scheme.

Because monitoring proposes to utilise datasets already collected, no additional funding is required for data collection. RMBC will fund the small amount of officer time required for analysis as part of its business as usual activity.

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 programme level. *[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]*

MANAGEMENT CASE ASSESSMENT (TO BE COMPLETED BY THE ASSESSOR)
Is there a clear project management and delivery plan?
Are scheme milestones sufficiently mapped out and realistic?
Has the scheme got an adequate understanding of State Aid requirements and an approach to deal with any obligations?
Are the levels of risk acceptable and capable of being managed?
Are monitoring and evaluation procedures in place?

Document Sign Off

9 – DECLARATION AND SIGN OFF
On signing the Outline/ Full Business Case the applicant agrees to the following: 1. *The Sheffield City Region (SCR) Mayoral Combined Authority (MCA) is a public body and is therefore subject to information/transparency laws and the Local Government Transparency Code 2015. This OBC/FBC will be shared with the appropriate SCR Boards including the MCA and Local Enterprise Partnership (LEP). In line with legislation, papers to the MCA and LEP meetings are published in advance and made publicly available. These papers will detail the applicant and summarise the OBC/FBC in sufficient detail to allow the members to take an informed decision. At this point, under Local Government access to information provisions, the OBC/FBC may have to be made available for inspection to any member of the public who requests it.* *For this purpose, you may wish to also send a redacted copy stating any exemption or exception applied under FOI or Environmental Information Regulations. We will consider any requested redaction.* *Any comments received after publication of the SBC on your website should be reflected in this FBC. SCR will require evidence of this through the assurance process.* 2. *TCF support is not agreed unless and until a Grant Funding Agreement has been executed by both parties and that acceptance of this Full Business Case by the SCR does not in any way signify that funding approval is guaranteed.* 3. *To the best of your knowledge, all the information that has been provided in this proposal is true and correct. You acknowledge that the information provided will inform any future contract, should a decision be made to support the scheme.* 4. *You will comply with due diligence requirements appropriate to this scheme. This will be conducted by the SCR Executive Team and further details will be provided if the scheme is approved.*

Person responsible for the application (Chief Executive or relevant Executive Director in your organisation)	
Name:	Paul Woodcock
Role:	Strategic Director Regeneration and Environment Rotherham Metropolitan Borough Council
Date:	13th April, 2021

Counter signatory – Director of Finance	
Name:	Judith Badger
Role:	Strategic Director and s.151 Officer Finance & Customer Services Rotherham Metropolitan Borough Council
Date:	15th April, 2021

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

ASSESSMENT SUMMARY (TO BE COMPLETED BY THE ASSESSOR)
Please summarise your assessment of the scheme's Strategic Case and set out any recommendations.
Please summarise your assessment of the scheme's Economic Case and set out any recommendations.
Please summarise your assessment of the scheme's Commercial Case and set out any recommendations.
Please summarise your assessment of the scheme's Financial Case and set out any recommendations.
Please summarise your assessment of the scheme's Management Case and set out any recommendations.
Summarise your overall assessment of the scheme and recommendations for SCR.