National Productivity Investment Fund for the Local Road Network Application Form

Department for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

Applicant Information

Local authority name(s)*:
Sheffield City Region; Sheffield City Council
**If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

Bid Manager Name and position:
Tom Finnegan-smith, Head of Strategic Transport and Infrastructure
Name and position of officer with day to day responsibility for delivering the proposed project.

Contact telephone number: 0114 2736030
Email address: Tom.Finnegan-smith@sheffield.gov.uk

Postal address: Strategic Transport and Infrastructure service,
Floor 5 Howden House,
Union Street,
Sheffield, S1 2SH

Combined Authorities
If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator:
Chloe Shepherd (Senior Programme manager, Transport)

Contact telephone number: 0114 2203411
Email address: chloe.shepherd@sheffieldcityregion.org.uk
Postal address: Sheffield City Region Executive Team,
11 Broad Street West,
Sheffield, S1 2BQ

When authorities submit a bid for funding to the Department, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:
www.sheffield.gov.uk

SECTION A - Project description and funding profile

A1. Project name: A61 London Road / Broadfield Road improvement, Sheffield

A2 : Please enter a brief description of the proposed project (no more than 50 words)

This scheme proposes a junction improvement and short length of on-line road widening on the narrowest section of the A61 corridor - adding to on-going "Better Bus Area" improvements now underway and designed to make the most of the opportunity presented by programmed adjacent highway maintenance works.

A3 : Please provide a short description of area covered by the bid (no more than 50 words)

The A61 is the main strategic route travelling south from Sheffield towards Chesterfield, and hence into North East Derbyshire. Nearly 20,000 vehicles use this road daily. Extensive queues build up on this section of the route throughout much of the working day and at weekends.

OS Grid Reference: SK 35068519 (and thereabouts)
Postcode: S8 0XJ

Appendix 1 is a map illustrating the route of the A61 corridor between Sheffield and Derbyshire; Appendix 2 shows the outline design for the scheme.

A4. How much funding are you bidding for? (please tick the relevant box):

Small project bids (requiring DfT funding of between £2m and £5m) ☒

Large project bids (requiring DfT funding of between £5m and £10m) ☐

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?
☒ Yes ☐ No

Yes – a full Equal Opportunities Impact Assessment has been created as part of initial SCC approval to the outline objectives and design for the scheme, this can be supplied upon request.

A6. If you are planning to work with partnership bodies on this project please include a short description below of how they will be involved.

Under the overall sponsorship of **Sheffield City Region**, the project aligns with theme 6 of the SCR Strategic Economic Plan "secure investment in infrastructure where it will do most to support growth. The project is also fully compatible with the SCR Infrastructure Investment Plan (SCRIIP) under the following headings:

- The project is in line with the SCRIIP ambition to provide stronger links between our principal towns

- The scheme is located on one of the 20 transport corridors that experience the greatest worsening of travel conditions between 2014 and 2024

The scheme aligns with the following policy areas of the SCR Transport Strategy:

- Policy B – to improve the reliability and resilience of the national road network usinga range of management measures
- Policy F – to improve connectivity between major settlements
- Policy L – to reduce the amount of productive time lost on the Strategic Road Network and to improve its resilience and reliability

As well as SCR, other key partners include South Yorkshire Passenger Transport Executive (SYPTE), First and Stagecoach - all of whom are principal stakeholders along with the Council in the **Sheffield Bus Partnership**. The A61 Chesterfield Road is an agreed priority corridor for the bus partnership, with separate (complementary) "Better Bus Area" funding already allocated to it. Bus operators have confirmed their support for this project (see separate letters appended), as it builds upon and strengthens existing work designed to improve bus journey times, improve reliability and hence increase bus patronage.

The **Canals and Rivers Trust** will also be consulted to ensure alignment with flood management strategies in the Sheaf Valley (see appendix 1) – this should be straight-forward in that the existing road bridge (rebuilt in 2008) remains.

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? ☒ Yes ☐ No

A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery

Have you appended a letter from the LEP supporting this bid? ☒ Yes ☐ No

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?
☐ Yes ☒ No

SECTION B – The Business Case

B1: Project Summary

Please select what the project is trying to achieve (select all categories that apply)

Essential
☒ Ease urban congestion
☐ Unlock economic growth and job creation opportunities
☐ Enable the delivery of housing development

Desirable
☒ Improve Air Quality and /or Reduce CO2 emissions
☐ Incentivising skills and apprentices

☒ Other(s), Please specify – improved 'visibility' of adjacent development/housing site (currently masked behind empty/poorly used frontage properties)

B2 : Please provide evidence on the following questions (max 100 words for each question):

a) **What is the problem that is being addressed**?
A61 is the primary strategic corridor linking Sheffield south to Chesterfield and North East Derbyshire. Substantial lengths of bus lane have been provided leading into city (one 'Better Buses' project currently on site) - but a short section of London road from Broadfield Road to Wolseley Road is most constrained, leading to significant delays for all users throughout much of the working day and at weekends. It regularly features on on-line travel information such as ELGIN.

b) What options have been considered and why have alternatives been rejected?
SCC has employed the Arup Consultancy to test six options for an improved highway layout at this location (summarised in appendix 3), using the AIMSUN microsimulation tool to model journey time savings within the broader corridor.

From this analysis, the preferred option identified shows best value for money, mainly due to the AM peak benefits observed and the cost effectiveness of the scheme. The preferred option includes localised carriageway widening to allow two inbound lanes along London Road, plus a remodelled and improved junction with Broadfield Road

c) **What are the expected benefits/outcomes? (for example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA**) The primary benefit is reduced congestion and reduced absolute and variability of journey times on this strategic corridor. The improvements specifically enhance on-going priority improvements for bus operations, designed to increase bus patronage between Ne Derbyshire and Sheffield City Centre.

A secondary benefit will be the improved potential for housing development on the adjacent site that is currently 'masked' by redundant buildings

d) Are there are any related activities that the success of this project relies upon? **(for example, land acquisition, other transport interventions requiring separate funding or consents?)**
Land acquisition is the key issue. The scheme requires purchase of the existing frontage properties and a corner of the development site behind this (see appendix 1). The site in question has been on the market since 2012 with little interest shown because of its current lack of visibility. Discussions with existing owners have commenced, it is hoped to confirm agreement to purchase by late Autumn.

Other related transport activities along this and adjacent corridors will complement this Project, especially the opportunity to dove-tail with programmed highway maintenance works. However, they do not rely on this project.

e) **What will happen if funding for this project is not secured?**
No low cost options deliver the good value-for-money demonstrated by this proposal – if funding is not secured, the scheme would have to be deferred until other funding options identified.

The key opportunity lost would be the current potential to combine with a significant amount of highway maintenance works. The current "Streets Ahead" PFI

programme requires these to be undertaken within the next 18 months, and it would be difficult to delay these.

f) **What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints?**

No impact is envisaged on statutory environmental constraints, early engagement with the Canals and Rivers Trust will ensure the existing flood management regime for the River Sheaf remains protected.

The project should make a small but positive contribution to air quality standards in the immediate locale of the road corridor although this is likely to bemarginal in the broader network management sense. The whole of the built-up area of Sheffield is currently designated an AQMA, this scheme is robustly regarded as being neutral on air quality (see section B6), although some minor improvements in NO2 would be hoped for.

B3 : Table A: Funding profile (Nominal terms)

£000s	**2018-19**	**2019-20**
DfT funding sought	**1000**	**2356**
Local Authority contribution	**1000**	**459**
Third Party contribution	**0**	**0**
TOTAL	**2000**	**2815**

(n.b. it is anticipated that an element of the LHA contribution would be utilised in late 2017-18)

B4 : Local Contribution & Third Party Funding : Please provide information on the following questions (max 100 words on items a and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.
The project combines desired road widening, junction improvements and already programmed highway maintenance works. This single project has a total cost of £4.8m, as outlined in B3. This includes £1.46m of Highways Maintenance PFI works under the “Streets Ahead” contract, which is jointly funded by SCC and PFI grant, thereby improving certainty of match-funding and programming. The PFI works comprise significant highway and junction renewal plus the replacement of the time-expired ‘tidal flow system’ on this and a longer section of the A61 corridor, already programmed for construction during the next 18

months.

b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

None

B5 Economic Case

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

A) Requirements for small project bids (i.e. DfT contribution of less than £5m)

a) Please provide a description of your assessment of the impact of the project to include:

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO_2 emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

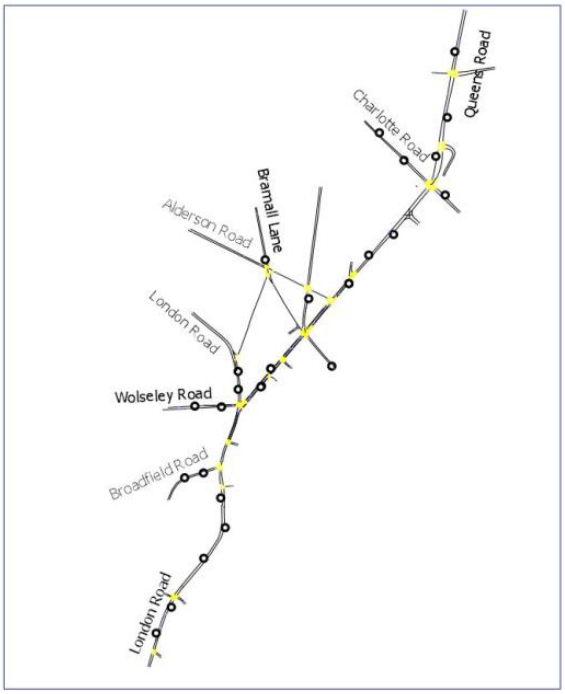
The scheme introduces an extra lane for traffic along Broadfield Road and London Road as well as improvements to this signalised junction, the impact of the scheme is forecast to help relieve congestion along this stretch of road, especially for traffic travelling into the city centre during the morning peak. Journey times will materially improve in both the AM and PM peak traffic, the major benefit is for inbound traffic in the AM peak.

The impact of this scheme has been modelled using an Aimsun microsimulation traffic model, built for this A61 corridor. Details of the Aimsun modelling process are included in appendix 4.

The BCR process was undertaken based upon the Department for Transport (DfT) Transport Analysis Guidance known as WebTAG. Aimsun outputs have been monetised and extrapolated over a 60-year appraisal period in line with WebTAG to generate BCR figures.

Full details of the BCR calculations are again included in appendix 4.

In summary the scheme is estimated to generate a present value of benefits (PVB) of at least £16.785 million relative to a present of costs (PVC) of £3.644 million, providing a net present value (NPV) of £13.141 million and a benefit to cost ratio (BCR) of 4.61 which can be categorised as provide a very high value for money (greater than 4.0).



As described elsewhere, the main risks and uncertainties relate to land acquisition, utility works and unforeseen ground conditions (the site having

previously been used for light industrial purposes). The key risk is the acquisition of the necessary land, these discussions have now commenced and will continue.

b) Small project bidders should provide the following in annexes as supporting material:

Has a ***Project Impacts Pro Forma*** been appended?	☒ Yes	☐ No
Has a description of data sources / forecasts been appended?	☒ Yes	☐ No
Has an ***Appraisal Summary Table*** been appended?	☒ Yes	☐ No

Other material supporting your assessment of the project described in this section should be appended to the bid.

** This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Additionally detailed evidence supporting your assessment, including the completed Appraisal Summary Table, should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

Has an Appraisal Summary Table been appended?	☒ Yes	☐ No	☐ N/A

- Please append any additional supporting information (as set out in the Checklist).

**It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

B6 Economic Case: For all bids the following questions relating to **desirable criteria** should be answered**.**

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

☒ Yes ☐ No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

☒ Yes ☐ No

As described above, the whole of the urban area of Sheffield has been declared as an AQMA.

iii) What is the project's impact on local air quality?

☐ Positive ☒ Neutral ☐ Negative

- The project should make a small but positive contribution to air quality standards in the locale of the road corridor through reduced congestion and smoother traffic flow, but overall impact across the broader highway network will be dissipated, so an overall neutral impact is a robust assessment.

iv) Does the project promoter incentivise skills development through its supply chain?

☐ Yes ☐ No ☒ N/A

- Please supply further details:

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid? ☒ Yes ☐ No

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended? ☐ Yes ☒ No

c) Please provide in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

Table C: Construction milestones (see also appended programme summary)

	Estimated Date
Start of works	**January 2019**
Completion of land purchase agreements	**January 2018**

Completion of stakeholder engagement including CRT)	**January 2018**
Completion of detail design	**August 2018**
Opening date	**February 2020**
Completion of works (if different)	**January 2020**

d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

£5.03m Penistone Road congestion pinch-point scheme delivered on time and on budget, generated 20% journey time savings

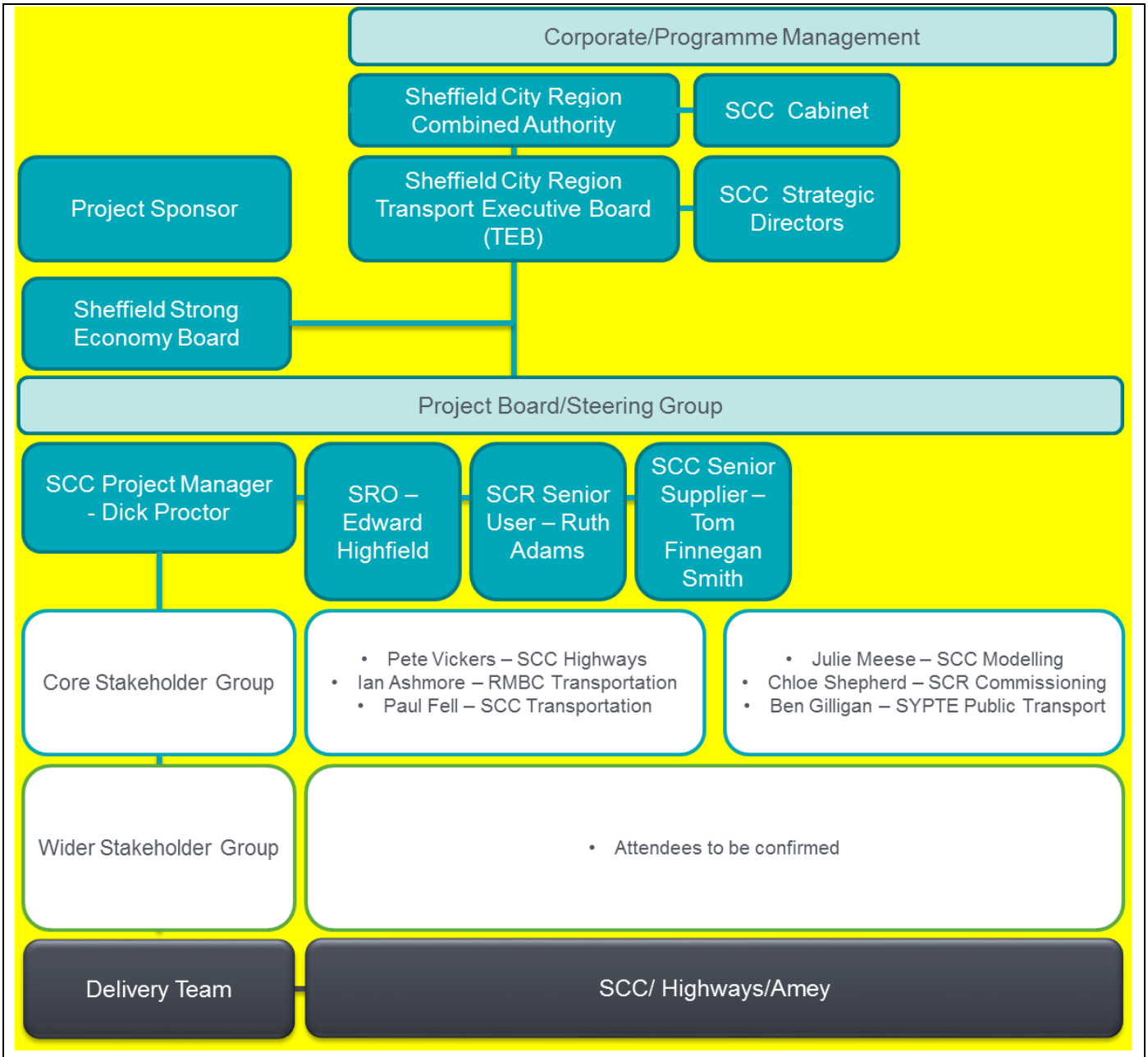
B8. Management Case – Statutory Powers and Consents (Essential)

a) Please list if applicable, each power / consent etc. already obtained, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.
TBC

b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.
TBC

B9. Management Case – Governance (Essential)

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.



The Project Board/ Steering Group would provide a direct link to the necessary authority required to allow the scheme to progress at a number of key stages in the project lifecycle. It would be responsible for approving changes to the delivery programme and minor scope alterations to project delivery including budget. Any exceptional decisions, including decisions outside of the approved scope of the scheme, will be referred to the SCR Transport Executive Board.

The Project Board would be responsible for setting the strategic direction of the project in line with the end-user requirements and authority provided by the funding body. The specific remit of the Project Board members would be to assist the Senior Responsible Owner (SRO) Edward Highfield in decision-making and ongoing progress of the project. The Project Board would meet with predefined regularity and be chaired by the SRO, who would take executive responsibility for decisions relating to the project. The Project Manager (PM) Dick Proctor would be responsible for ensuring an accurate record of the meeting is made and that actions arising from the meetings are circulated to the Project Board as appropriate

The Delivery Team would be responsible to the Project Board and specifically the Project Manager for the consideration and resolution of detailed project issues.

B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid? ☒ Yes ☐ No

Has a Risk Management Strategy been appended to your bid? ☒ Yes ☐ No

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?

The risk allowance comprises a QRA value of £480,000 plus a cost contingency of 10% (current assumption). For modelling purposes, the outturn scheme cost assumed a risk allowance of 44% in accordance with standard good practice.

b) How will cost overruns be dealt with?

Cost overruns for the project will be borne by the Council. Any scope changes effecting programme or cost will be identified via a Change Request Form for approval from the PM and/or Project Board. Any exceptional decisions outside of the approved scope will be referred to the SCR Transport Executive Board.

c) What are the main risks to project timescales and what impact this will have on cost?

Main risks are:

- Land acquisition
- Utility works – incomplete records of services or conflict of other utility works
- Ground contamination/ unforeseen ground conditions/ buried structures – the site has been previously used.
- Protected species/ invasive plants to be removed

Cost impact with mitigation will be itemized in the QRA, total value estimated at £480,000.

B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

A Stakeholder management strategy will be developed as a proactive managed plan linking to key milestones in project development. This will build on the previous "Better Buses" consultation work that was undertaken in 2015. That involved:
>Identification and consultation with existing frontages on Chesterfield Road on the principles of improving the corridor. This included consultation newspapers, community meetings, an exhibition and information sites, available online and also sent to key stakeholders, including key businesses along the route, who were offered meetings with project officers
> This project will revisit selected contacts made at that time, including the local MP whose office is situated on Chesterfield Road and has been involved in previous discussions relating to improvements on this corridor. This work would be timed to take place as soon as an appropriate amount of progress has been made on land acquisition

b) Can the project be considered as controversial in any way? ☒ Yes ☐ No
If yes, please provide a brief summary in no more than 100 words

The scheme does not involve any restrictions on traffic manoeuvres above existing, and is demonstrably beneficial to drivers. No Traffic Regulation Orders are necessary Realistically however, the principle of even 'small-scale' road widening could be controversial with some sections of the local community.

c) Have there been any external campaigns either supporting or opposing the project?

☐ Yes ☒ No

If yes, please provide a brief summary (in no more than 100 words)
n/a

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? ☐ Yes ☐ No ☒ N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? ☐ Yes ☐ No ☒ N/A

B12. Management Case – Local MP support (Desirable)

e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency:

Louise Haigh, MP for Sheffield Heeley – not contacted yet, but from previous discussions is known to be broadly supportive of improvements to this corridor

2 **n/a** ☐ Yes ☐ No

3 **n/a** ☐ Yes ☐ No

B13. Management Case - Assurance (Essential)

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

Both the City Council and the City Region use Programme Management processes to monitor and evaluate live and completed projects at key "gateways".

Initial and Outline Business Cases plus Project Closure reports will be reported to the Board using standard templates to monitor / measure:

- Delivery milestones compared to programme; impact of change in delivery dates
- Scheme outputs compared to design – reasons, impact of changes and lessons learnt
- Outturn costs compared with funding bid - identifying savings/overruns and reasons
- Changes in traffic flow and bus patronage
- Changes in typical journey times and reliability
- Changes in safety - number and severity of accidents

Scheme benefits will be realised over different timescales, therefore evaluation will be undertaken pre-construction and one-year/ five-year post opening.

A fuller evaluation for large projects may also be required depending on their size and type.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for A61 London Road, Sheffield, I hereby submit this request for approval to DfT on behalf of Sheffield City Council and confirm that I have the necessary authority to do so. I confirm that Sheffield City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Tom Finnegan-smith	Signed: 
Position: Head of Strategic Transport and Infrastructure	

D2. Section 151 Officer Declaration	
As Deputy Section 151 Officer for Sheffield City Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Sheffield City Council: - has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution - accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties - accepts responsibility for meeting any ongoing revenue requirements in relation to the project - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21. - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place - confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome	
Name: David Phillips Head of Strategic Finance	Signed: 

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (in progress)	☒ Yes	☐ No	☐ N/A
Map showing location of the project and its wider context	☒ Yes	☐ No	☐ N/A
Combined Authority support letter (in progress)	☒ Yes	☐ No	☐ N/A
LEP support letter (if applicable)	☒ Yes	☐ No	☐ N/A
Housebuilder / developer evidence letter (if applicable)	☐ Yes	☐ No	☒ N/A
Land acquisition letter (if applicable)	☐ Yes	☒ No	☐ N/A
Projects impact pro forma (must be a separate MS Excel)	☒ Yes	☐ No	☐ N/A
Appraisal summary table	☒ Yes	☐ No	☐ N/A
Project plan/Gantt chart	☒ Yes	☐ No	☐ N/A