

Strategic Business Case

1 - PROGRAMME/PROJECT DETAILS	
1.1 - PROGRAMME/PROJECT & APPLICANT'S INFORMATION	
Programme/Project Name:	Bentley FAS
Programme/Project Location/ Address, including Post Code and Local Authority Area:	The project is located within Bentley, Doncaster specifically the Frank Road area.
Applicant Organisation, Size & Company Registration Number (if applicable):	Doncaster Council
Is your organisation an SME? If so, state size of organisation (Micro, Small or Medium)	N/A
Contact Name and Role:	Kyle Heydon – Senior Flood Risk Engineer
Address:	North Bridge Depot, North Bridge Road, Doncaster, DN5 9AN
Email:	Kyle.Heydon@doncaster.gov.uk
Telephone:	01302 735531
Other Delivery Partners and Roles:	
Is your company a living wage employer? [https://www.gov.uk/government/publications/the-national-minimum-wage-in-2021]	<input checked="" type="checkbox"/>
Are all your subcontractors living wage employers? [https://www.gov.uk/government/publications/the-national-minimum-wage-in-2021]	<input checked="" type="checkbox"/>
1.2 - FINANCIAL SUMMARY	
A - Total Programme/Project Cost (£)	£4.5 Million
B - Total Private Investment (£):	n/a
C - Total Other Public Sector Investment (Non-MCA Funding) (£):	£3.5 Million
D - MCA Funding Sought (£): <i>The MCA will determine the most suitable form of investment (this could be a loan, grant, an equity stake or other forms of investment or a combination thereof) and communicate this to the lead applicant.</i>	£1 Million –, which is a proportion towards the overall scheme construction, costs.

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E - MCA as % of Total Programme/Project Investment (G=F/A):	22%
Evidence of need	The estimated scheme cost is £4.5million; between Grant in Aid from Defra and public spending from the council there is a short fall of 1 million within the scheme. There is a requirement for an additional £1million required for this scheme to be delivered after securing £3.5million from other public sector investment.

1.3 – APPENDICES

All projects should complete Appendices A.1 to A.3 and B.1 and confirm below. Please also confirm below which of appendices A4, A5 or A6 you have completed and attached with your submission. Your outcomes Appendix (A.4 to A.6) must be discussed with the MCA Executive before you complete this form.

Appendices A:		Tick
Appendix A.1	Outputs/Outcomes	<input checked="" type="checkbox"/>
Appendix A.2	Spend and Funding Profile	<input checked="" type="checkbox"/>
Appendix A.3	Risk Log	<input checked="" type="checkbox"/>
Appendix A.4	Employment Outcomes	<input type="checkbox"/>
Appendix A.5	Housing Outcomes	<input type="checkbox"/>
Appendix A.6	Skills Outcomes	<input type="checkbox"/>
Appendices B:		Tick
Appendix B.1	Social Value Outcomes	<input checked="" type="checkbox"/>

2 - STRATEGIC DIMENSION

2.1 – Please tell us about your programme/project?

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Bentley is a suburb of Doncaster that lies on the left bank of the River Don. Much of Bentley is within the low-lying basin and as such flood risk is dominated by the River Don to the south and Ea Beck to the north. Most of Bentley is designated as Flood Zone 3 on the Environment Agency's Flood Map for Planning which is described as land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year. Significant areas are also designated as benefitting from flood defences, which is defined as those areas that would benefit from the presence of defences in a 1 percent fluvial / 0.5 percent tidal flood event. The Environment Agency's Flood Map, which gives a generalised view of the long-term flood risk for an area in England, shows large parts of Bentley and Bentley Rise as being at medium flood risk from rivers (a chance of flooding of between 1% and 3.3% AEP) and low risk (a chance of flooding of between 0.1% and 1% AEP). These designations take into account the effect of flood defences.

Bentley has been affected by large scale flooding to residential, commercial and the highway network twice in the last 12 years effecting the lives of over 2000 people locally and many more wider residents feeling the effects of the floods. The most recent event occurred in November 2019 where 326 properties experienced internal flooding.

Following the November 2019 flood event, DMBC produced a section 19 report, which identified several key areas and several issues within Bentley, which affected the flooding of the area and identified several recommendations to improve the drainage and minimize any future flooding within the area. A full hydraulic model showed that the implementation of these recommendations can fully remove the risk of flooding up to a 200 year storm event.

Several options have been explored within modelling to find the best cost/beneficial solution to protect the most properties and keep sections of the highway open. The full hydraulic report can be found in appendix 1 that shows all these recommendations and goes into more detail on how the area has been affected and what the implementation of the scheme provides.

The recommendations are to install a new flood embankment, flood wall and utilise green open space for attenuation. The flooding in Doncaster has received high levels of media coverage within November 2019 and has been identified within Doncaster Council as the single largest risk to the Borough.



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2.2 - What opportunities or barriers will this programme/project unlock? Tell us why the taxpayer should invest in this project and why the market cannot provide 100% funding.

The project will not only reduce the risk of flooding to numerous properties that have been affected in the past but will ensure the highway network is kept open and running for commuters and businesses.

Resolving the long standing issues of flooding within Bentley will mitigate the flood risk to residential and commercial properties and improving transportation routes during a flooding event, which also benefits the emergency services, residents and businesses within the area to ensure growth and investment within the region. The rational for further public sector investment is internal revenue budgets are intended for the maintenance of existing assets and but do not include the required level of funding for capital replacement costs.

By reducing the frequency, significance and duration of future flooding impacts, Doncaster Council will also be reducing incident response costs and operational costs (during future events) through resource deployment (e.g. sandbag distribution / collection / supply, pump supply). Other costs incurred frequently by Doncaster council following flooding events include highway infrastructure repair due to water damage (eg pot holes) and jetting/CCTV survey costs for highway drainage systems to remove silt/debris deposits. The savings could then be allocated to improving or maintaining other drainage assets to reduce/improve flooding within the local area.

2.3 - Please provide details of what activities MCA funds will be specifically used to pay for.

The full scheme drawing can be found below, the scheme is made up of several different aspects to reduce the flooding from Bentley Ings Drain.

Further scheme design is required to ensure that the proposed floodwall and embankments are designed to Environment Agency standards and any Public Rights of Way and any pedestrian/vehicular access points need to be provided. Maintenance agreements will also need to be determined with the landowners and Environment Agency. The design needs to take into account the sites constraints. Legal agreements and rights of access will also need to be sought with the Rugby Club, adjacent landowners and residents in order to build the scheme.

Recreation Ground

This element of optioneering involves the removal of the existing Bentley Ings Drain embankment and construction of a new embankment around the playing field perimeter on 3 sides – with a crest height to match the existing bank level of approx. 8.0mAOD.

Agricultural Field

This element involves the removal of the existing Bentley Ings Drain embankment and construction of a new embankment around the agricultural field perimeter on 3 sides – again with a crest height to match the existing EA Bentley Ings drain bank of approx. 8.0mAOD.

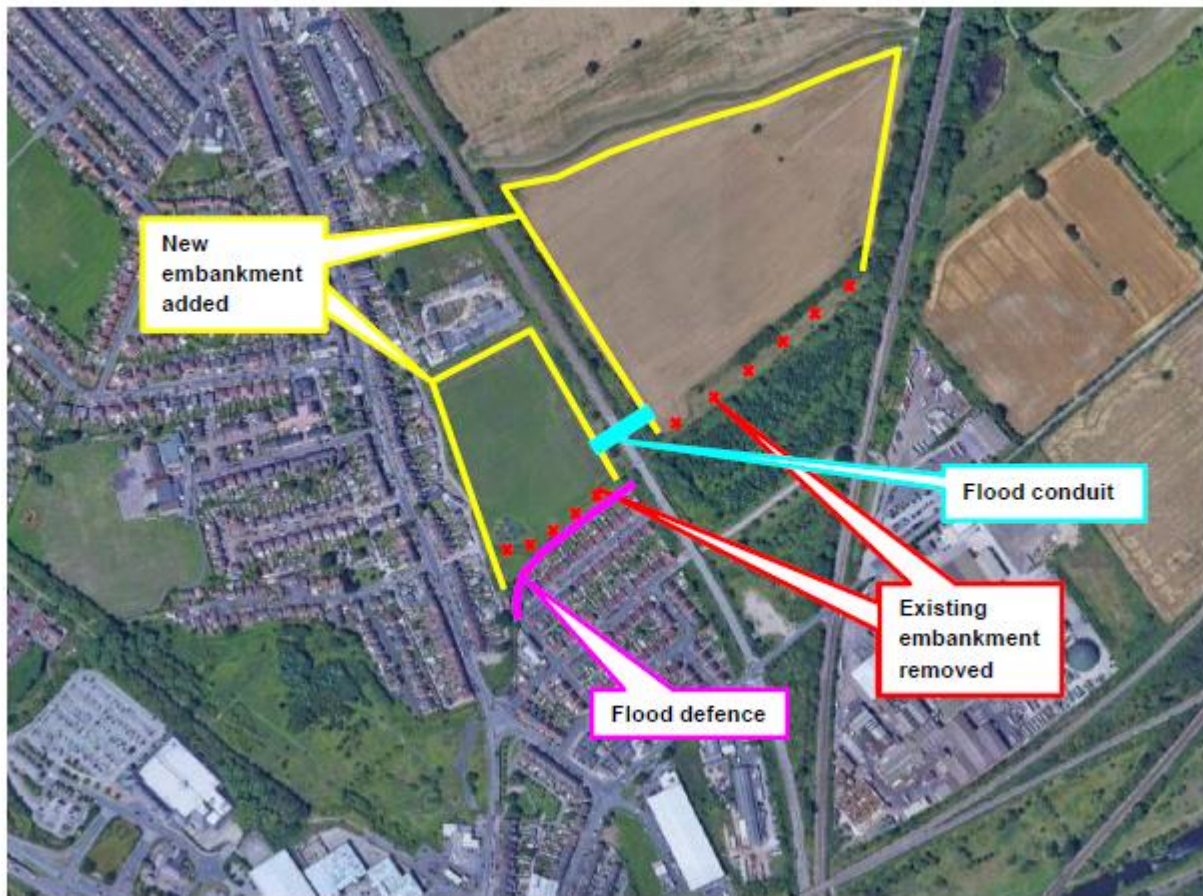
Railway Line

This element involves the addition of a flood relief culvert connecting the playing field and agricultural field installed beneath the existing railway embankment.

Property Defence Wall

This element involves the construction of a flood wall on the right bank of Bentley Ings Drain, from the Frank Road footbridge at the upstream end to the railway at downstream end – with an assumed crest level of approx. 7.1mAOD.

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2.4 – Please set out the SMART objectives of this programme/ project. Use this opportunity to tell us what purpose(s) this project will achieve.

The objectives of the proposed programme/project must align with the SEP and the RAP.

For details of the Strategic Economic Plan (SEP)

<https://sheffieldcityregion.org.uk/wp-content/uploads/2020/08/SCR-SEP-Final.pdf>

For details of the Renewal Action Plan (RAP)

<https://sheffieldcityregion.org.uk/renewal-action-plan/>

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The project aims to achieve a reduction in the impacts of Main River flooding within Bentley and reduce incident response costs and resource requirements with the outcome of protecting homes and businesses. By doing so, DMBC will also be improving transportation routes during a flooding event, which also benefits the emergency services responses, residents and businesses within the area to ensure growth and investment and prevent relocation from the region. These financial costs can then be redistributed to improving other drainage assets to reduce flooding in the local area.

The scheme will protect a minimum of 47 residential and commercial properties during a 5% AEP, 2% AEP and 1.33% AEP event.

The scheme will:

- Reduce the likelihood/consequence of flooding to residential and commercial properties
- Reduce resource deployment frequency (staff, temporary pumps, sandbag supply / distribution / collection), by reducing flooding frequency
- Improve staff time efficiencies (reduced site visits and inspections).
- Improve transport infrastructure and associated costs (highway surfacing repairs, CCTV / Jetting) during and after a flooding event.
- Reduce road closures and other temporary traffic controls.

2.5 – Using the table below, please set out which of the MCA's Core Strategic Outcomes (Stronger, Fairer and Greener), as set out in the Strategic Economic Plan and Renewal Action Plan, your programme/project will contribute to.

Projects that deliver against at least one indicator from all three of Strategic Outcomes (Stronger, Greener, Fairer) are more likely to be prioritised for investment.

Useful links:

For details of the Strategic Economic Plan (SEP)

<https://sheffieldcityregion.org.uk/wp-content/uploads/2020/08/SCR-SEP-Final.pdf>

For details of the Renewal Action Plan (RAP)

<https://sheffieldcityregion.org.uk/renewal-action-plan/>

Strategic Outcomes	Indicator	Desired Outcome / Output	Contribution from this Programme/Project e.g. increase in [outcome] of x [number/%] by y [year]. Please be specific as you possibly can be at this stage of the project.
Stronger – an economic transformation to create not just a bigger economy but a better one: higher-tech, higher skill, and higher-value.	Productivity	Our workforce's productivity will increase, and the economy will grow, increasing the prosperity of our residents.	
	Enterprise	Growing a more successful business base, underpinned by more productive and higher growth businesses	
	Employment	More working-age people are in employment. More and better jobs	

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Fairer – a transformation of wellbeing and inclusion, raising our quality of life, reducing inequality, and widening opportunity.	Education	A higher proportion of working-age population possess higher qualifications, indicating progression in education and employment.	.
	Wage levels	More employees lifted out of low earnings.	DMBC is a living wage employer that are committed to lifelong learning and career progression and expects the same high standards from its suppliers.
	Health	Our population live increasingly long, healthy lives. Gap in healthy life expectancy is narrowed	This project will have positive impact on local resident's mental health who suffer from regular flooding.
Greener – a green transformation to decarbonise our economy, improve our environment, and revolutionise our transport.	Air quality	Improvement in air quality, as measured by relevant different particulate matter.	Reducing the maintenance required post flood reduces carbon production associated with these activities. Further development of the business case will quantify the benefits.
	Flood mitigation	Reduced flood risk and impact	This project will help reduce flood risk and impact to the local area.
	Net zero	Contribution to net zero carbon target	The projection will reduce carbon produced caused by congestion impacts of flooding. More sustainable construction techniques such as trenchless technology and constructing natural detention basins have been selected to reduce the carbon produced both in the construction process and the life cycle of the asset.
2.6 - Set out any other outcomes which the project will deliver and show how these relate to the MCA's Strategic Objectives of Stronger, Greener, Fairer as presented in Section 9 of the Strategic Economic Plan.			
By using sustainable techniques, the scheme will be working alongside the environment to provide a more natural flood risk approach to the community. The project will deliver huge benefits by reducing the threat to the residents and their properties deliver social and economic benefits, and is consistent with the Government's sustainable development principles. The scheme will keep critically impacted highway network operational during periods of heavy rainfall. The scheme will enable residents to access local transport, travel to work, keep roads accessible for emergency services such as Ambulance, Police and Fire Rescue.			

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2.7 – Please set out your “short-list” of options. At least one of the viable options should include a lower MCA funding request, but if this is not possible, please tell us why.

This short-list should include:

- i) A realistic Do Minimum option that represents “Business as Usual”; and,**
- ii) at least one alternative viable option (usually the next best choice to deliver the SMART objectives).**
- iii) the preferred way forward (the combination of choices most likely to deliver the SMART objectives)**

Option	Description (max. 50 words)
Do minimum	<p>A do nothing scenario would be business as usual. The council would continue to respond to each flood event multiple times, which would increase progressively with the effects of climate change. This would involve delivering sandbags to residents on receipt of a flood warning, closing road once flooding occurs, providing tankers during and following the event to remove water from the highway surface and making necessary repair to the road surface construction.</p> <p>This scenario would be continue to use the councils limited revenue budgets and local residents would suffer from congestion and the negative mental health effects caused by flooding.</p> <p>The 3.5 million funding is GiA and partnership funding is required to release this fund to carry out the proposed scheme of 4.5 million being the only feasible scheme to reduce flooding to these properties. The £3.5million available to deliver the scheme is subject to the scheme being able to protect the properties identified. There are no alternative scheme option which would reduce flooding to the identified properties on the scale needed to obtain the funding from GiA – therefore failure to secure all required funding to deliver the scheme would result in no scheme and no reduction in property flood risk.</p>
Viable alternative option 1	<p>Carry out option 3 within the hydraulic model in appendix 1, this would reduce the number of properties that flooded however not protect all properties at risk. The cost of the scheme would be reduced by around £400k.</p> <p>This option selects some residents to be protected leaving others at risk which is not a viable solution.</p>
Viable alternative option 2	<p>Carry out option 5 within the hydraulic model in appendix 1, the option reduces the risk to all properties within the scheme by installing embankments and flood walls with using green space for attenuation.</p>
Preferred option	<p>Viable alternative option 2 is the preferred option as this reduces the risk to all properties within the scheme and provides a high level of protection for all ready vulnerable residents due to recent events.</p>
<p>2.8 – Please summarise here the key reasons for selecting the Preferred option, highlighting how and why this is more likely to achieve your SMART objectives.</p>	

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Viable alternative option 2 is the preferred option for the project as this provides the benefit of reducing the risks and impacts of flooding. This option will:

- Reduce the likelihood/consequence of flooding to residential and commercial properties by providing a fit for purpose drainage system to current design standards.
- Reduce resource deployment frequency (staff, temporary pumps, sandbag supply / distribution / collection), by reducing flooding frequency
- Improve staff time efficiencies (reduced site visits and inspections during a following a flood).
- Improve transport infrastructure and associated costs (highway surfacing repairs, CCTV / Jetting) during and after a flooding event by reducing highway flooding.
- Reduce road closures and other temporary traffic controls by reducing the amount of highway flooding.

Methods of construction have been selected to reduce the impacts of the construction process and provide attenuation features. This is to reduce the impact upon to the environment developing methods to reduce carbon emissions and promote ecology.

This method is preferred to do nothing / business as the council usual response is resource intensive and an inefficient use of vital resources, which can be deployed elsewhere to protect further properties. During the most recent flood event in November 2019 the council responded to hundreds of requests to deploy sandbags, barriers, pumps and tankers. Providing funding to mitigate the impact of known regular flooding areas which are achievable can reduce this problem and help to divert resources to where they are most needed.

If the project is not progressed there will be continued flooding to properties. Private householders would not be able to sustain increasing insurance costs putting pressure on the Local Authority to pick up repair costs. With the increasing frequency and intensity of flooding events due to climate change, managing the flood is believed to be a viable solution.

Viable option 1 proposed to deliver the projects to a reduced extent. This would involve mobilising plant and equipment, including permits from the EA with minor betterment, which would reduce future maintenance costs but still cause flooding during exceedance events to several properties. This scheme provides benefit, however not a suitable solution. Once a scheme is implemented it would be hard pushed to get additional funding in the future to improve the standard of protection for the remaining properties.

3 - ECONOMIC DIMENSION

3.1 - Outputs and Outcomes

Please summarise the outputs and outcomes to be created by the programme/project.

For guidance on outcomes that align with the MCA's strategic objectives, please refer to Section 9 of the SEP (see pages 77-81).

<https://sheffieldcityregion.org.uk/wp-content/uploads/2020/08/SCR-SEP-Final.pdf>

Please ensure your response in the table below is aligned with the objectives and outcomes you have provided in the Strategic Dimension in 2.4 and 2.5 and Appendix A.1.

Outputs/Outcomes	Preferred Option	Do Minimum
Output:		
Removal of Bentley Ings drain embankment	1	0
Construction of new embankment to 3 sides of agricultural field	1	0

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Installation of flood relief culvert below (below railway line)	1	0
Construction of a flood wall on the right bank of Bentley Ings Drain	1	0
Outcomes:		
Area of Land with Reduced Likelihood of Flooding as a Result of the Project (m2)	53,354	0
Residential properties protected	47	0 – none permanently, this scenario would be an event by event protection through emergency response
Business premises protected	2	0 – as above
Improvement to the natural environment and environmental resilience by production of high quality scheme design utilising natural environment and features.	The prefer option utilises sustainable methods to compliment the environment and manages local flood risk.	Regular flooding causes pollution and negatively impacts the environment.
Creation of full time educated jobs associated with the construction, delivery and design of the project.	Jobs required for the detailed design and construction, delivery of the project.	No jobs created.
Increased life expectancy and/or reduced costs associated with mental health and environmental health caused from frequent flooding events.	The scheme will help reduce the impact associated with flooding events and mental health and environmental health, reducing costs and possibly life expectancy by reducing flooding severity, duration and frequency.	Flooding would continue and the impact upon mental health would be sustained / increase with climate change and more severe weather.
Increased enterprise to the area due to reduction of flooding which has a negative impact on local economy growth and investment.	The scheme will help retain businesses within the region and locality by reducing flooding severity, duration and frequency and the ability for transportation routes to remain operational during a flooding event.	Likely result in continued flooding and the relocation of businesses due to the effected disruption and increased insurance premiums / repair and cleanup costs.
Reduced unemployment through the prevention of business relocation from the region, investment in flood resilience and employment through construction and design.	The scheme will help retain businesses within the region and locality by reducing flooding severity, duration and frequency and the ability for transportation routes to remain operational during a flooding event.	Likely result in continued flooding and the relocation of businesses due to the effected disruption and increased insurance costs.
<p>Outputs: The measure of the tangible and intangible products created e.g. floorspace, housing units, homes and businesses given access to high-speed internet</p> <p>Outcomes: The impact or value of benefits realised by the output e.g. FTE Jobs, GVA, higher skills attainment</p>		

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3.2 – Non-quantifiable benefits – if some of the benefits to be generated by this project cannot be monetised, please provide a qualitative assessment of these below.

[This is your opportunity to include a qualitative assessment of the Economic, Carbon, Social and other benefits or disbenefits that are part of the case for investment, where it has not been possible to quantify these above. For the table below, please score on a scale of -2 (high adverse effect) to +2 (high positive contribution). Mark as 0 where the project does not contribute to this outcome. Please explain your basis for the score in the description column]

Outcome	Score	Description
Economic Value	+2	Flood damages (maintenance cost), insurance premiums, clean up, surface water damage, congestion,
Net Carbon Value	+2	As per above. By better embracing natural solutions and rigorously demonstrating their benefits, designers and asset owners can save costs and radically reduce carbon emissions across the infrastructure sector for instance, better farming practices less silt, better water quality, reduction in silt reduce cleaning , more trees and planting of a diverse ecology.
Social Value	+2	Well-being mental health and reduced flooding, etc
Other	0	

3.3 - Please detail any market testing which has been undertaken to evidence demand/need and provide evidence that demonstrates that the market will respond to this opportunity.

Frameworks are already set up to deliver the scheme, other risk management authorities including ourselves have delivered flood alleviation schemes in the past to a high succession. South Yorkshire Catchment deals with a large amount of flood alleviation schemes and best practises have been learnt in terms of evaluation and specifications for new schemes.

4 - COMMERCIAL DIMENSION

PROCUREMENT STRATEGY

4.1 - How well developed is the potential procurement approach (mark one)?

Tried and tested, risk largely with supplier: Established supplier market and promoter team have existing experience. Very Low risk	
Tried and tested, some risk sharing: Established supplier market and promoter team have existing experience. Expectation that risk sharing can be mitigated. Low Risk	x
Emerging or some risk sharing: Potential new market or a small number of suppliers. Increasing levels of risk sharing or limits to the ability to mitigate.	

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Medium risk	
Novel procurement or complex risk sharing: Uncertain supplier market, new product or service, limited promoter experience and potential for promoter bearing significant risks. High risk	
Procurement route still to be defined	

5 - FINANCIAL DIMENSION

5.1 – Linked to Table A.2.2 ('Eligible Costs') of Appendix A.2, please indicate below the degree of certainty in relation to the costs you have provided.

Degree of certainty to cost estimates		<i>30% (early estimate of costs based on projects of a similar nature)</i> <i>60% (Programme/Project designed and initial cost estimated based on specific requirements / details of this programme/project).</i> <i>75% (Project designed in details and costs reviewed by appropriate independent assessor)</i> <i>95% (Procurement complete and costs based on tender prices)</i>
%	60	

6 - MANAGEMENT DIMENSION

6.1 – Please provide estimated dates for the key milestones below. Use N/A if not applicable.

Complete outline design	June2021
Issue Outline Case to MCA	September 2021
Complete full design	May2022
Satisfy all statutory requirements (e.g. planning permission)	August 2022
Procurement complete	September 2022
Issue Full Business Case to MCA	October 2022
Works commence	December 2022
Works complete / Project opening	December 2023

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6.2 - What would you need to accelerate these dates?

Optimistic timeframes already in place due to community tensions, these dates cannot be accelerated.

6.3 – Linked to your response to Appendix A.3, please summarise in the table below the top five delivery risks and mitigations for this.

No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Owner
1	Not securing funding, which will result in scheme not going ahead, residential and commercial properties will remain at risk.	Medium	Medium	NA	
2	Delays due to adverse weather, the scheme would be affected by a flooding event, which will delay scheme delivery	Low	Medium	NA	
3	Failure to come to legal arrangements in regards to land, access and maintenance for the flood defence wall	Low	Medium	NA	
4	Incomplete Design	Low	Medium	NA	
5	Inaccurate Project Specification	Low	Low	NA	
6	Inadequate site investigation	Low	Medium	NA	
7	Availability of materials and resources, including labour	Low	Low	NA	
6	Identification of major utilities/services which require removal or relocation in order to complete the scheme	Low	Medium	NA	
7	Issues with tendering and appointing contractors	Low	Medium	Doncaster Council has legal powers to work on the land under the Highways Act 1980.	

6.4 - Please provide evidence that you have sufficient backing from your organisation to progress this project.

Doncaster Council has support internally, locally and politically to deliver these projects.

Following recent incidents there has been increasing pressure from the local community, councillors and members of the parliament to investigate potential solutions. If a project is not progressed there will be continued flooding to properties. Private householders would not be able to sustain increasing insurance costs putting pressure on the Local Authority to pick up repairs costs.

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There is also a risk of rising tension and discontent amongst homeowners who have been severely affected by a number of flooding events in the past, should the scheme not progress.

DMBC carried out Section 19 investigation which suggested schemes to investigate and implement within the Bentley area to reduce flooding duration and impact.

DMBC has supported the existing modelling of the scheme in response to the flood event. Cabinet report for the incident along with the section 19 report can be found <https://www.doncaster.gov.uk/services/emergencies/flood-recovery-report>

6.5 - Subsidy Control (previously State Aid)

Rules and tests govern whether public subsidies are acceptable. For any funding that is considered a subsidy then the UK Government has set common principles that define whether the funding is acceptable. In this section please explain how the project meets Subsidy Control rules.

As the UK Government is currently developing further detail on a new domestic subsidy control regime, we will continue to accept applications that meet the EU state aid rules. So alternatively, an explanation of how the application meets EU state aid rules will be acceptable.

No legal opinion on Subsidy Rules has been obtained for the project to date. The scheme is an infrastructure project and as such:

- As an infrastructure delivery project, it would not give an advantage to a single beneficiary
- Community wide benefits would result from the project through reduction in the risk of flooding to transport networks and local/regional economy

It is therefore considered that EU State Aid rules would be satisfied.

7 - ASSESSORS QUESTIONS (TO BE COMPLETED BY THE ASSESSOR)

Is it clear what the MCA is being asked to fund?

Do the SMART objectives describe the purpose(s) and ambition(s) clearly and adequately?

Does the project align with the SEP and RAP?

Are the strategic dimension objectives reflected in the economic dimension outcomes?

Are the economic outcomes proportionate to the level of funding requested?

Does this project make a proportionate contribution to achieving Carbon Net Zero?

What commitment does this programme/project make to delivering a fairer and more inclusive economy?

Is the timetable for delivery reasonable? Are there any opportunities for acceleration?

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Does the programme/project have backing from the promoting organisation? e.g. has the promoter identified the SRO and has the SRO signed off this business case?

Has the project fully considered Subsidy Control compliance and is the evidence they have presented to support this acceptable?

Document Sign Off

8 – DECLARATION AND SIGN OFF

On signing the Strategic Business Case (SBC) 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 SBC will be shared with the appropriate SCR/MCA 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 SBC in sufficient detail to allow the members to take an informed decision. At this point, under Local Government access to information provisions, the SBC may have to be made available for inspection to any member of the public who requests it.*

Once a project is admitted onto our programme, in line with MCA's Assurance and Accountability Framework and Freedom of Information Act (FOI) Publication Project, the SBC must be published on the applicant's and the SCR/MCA website.

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 are required to be reflected in the OBC and FBC if the project progresses further. MCA will require evidence of this through the assurance process.

2. *MCA support is not allocated unless and until a Strategic Business Case has been approved and a Grant Funding Agreement has been executed by both parties.*
3. *To the best of your knowledge all the information provided in this SBC is true and correct. You acknowledge that the information provided will inform any future contract should a decision be made to support the project.*
4. *You will comply with due diligence requirements appropriate to this project. This will be conducted by the SCR/MCA Executive Team and further details will be provided if the project progresses further.*

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

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Name:	Paul Evans
Role:	Streetworks and Drainage Manager
Date:	20/06/2021
Counter signatory – Director of Finance	
Name:	
Role:	
Date:	
For MCA Use Only	
Programme/Project Reference Number:	
Date Received/ Accepted:	
Version Number:	
Summary of Amendments: (if applicable)	