

Strategic Business Case

F1 - PROGRAMME/PROJECT DETAILS		
1.1 - PROGRAMME/PROJECT & APPLICANT'S INFORMATION		
Programme/Project Name:	Doncaster Surface Water Mitigation Projects	
Programme/Project Location/ Address, including Post Code and Local Authority Area:	The project is located across Doncaster specifically within the towns of Bawtry, Denaby, and High Melton Doncaster	
Applicant Organisation, Size & Company Registration Number (if applicable):	Doncaster Metropolitan Borough Council, Civic Office, Waterdale, Doncaster DN1 3BU. Large company.	
Is your organisation an SME? If so, state size of organisation (Micro, Small or Medium)	N/A	
Contact Name and Role:	Project Lead: Adam Porter – Senior Drainage Engineer, Flood Risk Management	
Address:	Doncaster Metropolitan Borough Council, North Bridge Depot, North Bridge Road, Doncaster, DN5 9AN	
Email:	Adam.Porter@doncaster.gov.uk	
Telephone:	01302 736809	
Other Delivery Partners and Roles:	N/A	
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 (£)	£ 0.7 Million	
B - Total Private Investment (£):	£0	
C - Total Other Public Sector Investment (Non-MCA Funding) (£):	£0.3 Million	
D - MCA Funding Sought (£):	£0.4 Million	
E - MCA as % of Total Programme/Project Investment (G=F/A):	57%	

Strategic Business Case

Evidence of need	Initial budget proposals indicate a construction cost of £700k there is a requirement of £400k of external investment to match the £300k of public sector investment.
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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 type="checkbox"/>

2 - STRATEGIC DIMENSION

2.1 – Please tell us about your programme/project?

[If any information you provide below is deemed by you to be unsuitable for publishing on your company's and the MCA website, please append a redacted version to this application.]

[\[https://sheffieldcityregion.org.uk/\]](https://sheffieldcityregion.org.uk/)

Doncaster Council is seeking to invest to mitigate against long standing surface water flooding issues which affect the public transportation network and absorb limited essential resources during flood response events.

Strategic Business Case

The funding bid will support the council internal revenue budgets to deliver four capital schemes which will mitigate areas which suffer regular surface water flooding, which impacts residents mental health, cause disruption to local highway network and is negative to the environment

Over the past 13 years the sycamores estate at Bawtry has had severe flooding on annual bases, due to historic inappropriate use of soakaways for surface water disposal. The majority of the surface water is run-off from fields, highway and properties on situated at higher ground which the highway conveys to lower ground at Sycamore Crescent.

Numerous properties have been subject to flooding on various occasion over the past 13 years in addition to regular highway flooding. Property flooding would have occurred on a much more frequent basis if Doncaster Council had not deployed resources to the estate on each occurrence to tanker water from the highway. In order to mitigate flooding impacts a positive drainage system is proposed for construction which will link the highway soakaways to a carrier pipe and convey this water with restricted discharge to a positive drainage system.

At Church Lane, Bawtry the highway drainage network has been severed by historic development which causes frequent flooding to a commercial industrial estate and the public highway. A project has been developed to install a new highway drainage system using pipe jacking trenchless technology to connect the highway drainage to an ordinary watercourse. This is the only suitable construction method due to the constraints within a heavily developed site.

Denaby Lane Old Denaby is a popular commuter link road connecting Doncaster to Rotherham, which suffers regular flooding due to historical inadequate drainage provision. This burdens highway users during rainfall events when the road is closed or traffic restrictions installed placing pressure on other key arterial routes.

The existing highway drainage discharges to a soakaway system but local ground conditions are unfavourable for infiltration. A project is proposed to install a SUDS attenuation basin to store the additional flows away from the highway.

Doncaster Road at High Melton is similarly a prevalent commuter route to the town centre. The existing highway drainage system is unsuitable for purpose and becomes quickly overwhelmed during moderate rainfall events. This causes disruption for highway users and congestion during peak times. It is proposed to upgrade the system to current design standards to alleviate the regular flooding.

MCA funding will be used purely for construction of the above-mentioned interventions.

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.

Resolving long standing surface water flooding issues and upgrading the existing network 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.

Strategic Business Case

The project will reduce environmental and ecological impacts through utilising trenchless technology which reduces carbon emission during the construction phase and creating habitat using sustainable urban drainage features.

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

In order to develop a detailed design and produce the NFM scheme, Doncaster Council are requesting funding to be used towards:

- Engage with key stakeholders and landowners in regards to the schemes development
- Complete required surveys (Archaeological, Environmental, and Topographical).
- Carry out any Geotechnical Investigation work and surveys.
- Tender works (procurement)
- Produce design statement
- Produce construction drawings
- Construct scheme
- Produce as-built drawings, Health, and Safety file.

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/>

The project aims to achieve a reduction in the impacts of surface water flooding throughout Doncaster by upgrading and installing new highway drainage assets which are fit for purpose and reduce the incident response costs and resource requirements. 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 13 residential and commercial properties during a 5% AEP, 2% AEP and 1.33% AEP event. The detailed design will ensure maximum benefits can be achieved during the detailed design and construction phase of the project.

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.

Strategic Business Case

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
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.	Doncaster Councils employees can focus on planning and preventing flooding rather than responding to regular occurrences therefore be more productive within their current roles. The projects will create opportunities for the local businesses to tender for the works and contribute to the local economy.
	Enterprise	Growing a more successful business base, underpinned by more productive and higher growth businesses	Reducing flooding frequency and duration within the local community to residents, commercial properties and transport infrastructure will help promote growth within the region and investment.
	Employment	More working-age people are in employment. More and better jobs	This scheme will provide opportunities for the local private sector to tender for the works. The tender process will include quality aspects to ensure local apprentices are given opportunities to work on the projects and develop to receive full time roles. We will also collaborate with other key stakeholders during the scheme including landowners, parish council, Environment Agency to ensure the funding benefits the residents, community and the local economy.
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.	All contractors selected through the quality assurance at tender stage are required to invest in the workforce to ensure they have the qualification necessary to access opportunities.
	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	This project will have positive impact on local resident's mental health who suffer from regular flooding.

Strategic Business Case

		lives. Gap in healthy life expectancy is narrowed	
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.	The use of sustainable urban drainage systems promote the diffusion of harmful chemicals and provide green habitats which remove pollutants from the air, remove carbon and emit oxygen. Reducing the maintenance required post flood reduces carbon production associated with these activities.
	Flood mitigation	Reduced flood risk and impact	This is the core objective of the projects.
	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.

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/nothing	A do nothing scenario would be business as usual. The council would continue to respond to each flood event multiple times a year 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

Strategic Business Case

	<p>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>
Viable alternative option 1	Undertake project as described. Provide the additional necessary funds to upgrade and replaced the ineffective highway drainage assets to the current design standard.
Viable alternative option 2	<p>Provide a reduced scheme to undertake the improvement works to deliver the projects which benefit the highway network (High Melton and Old Denaby).</p> <p>Provide property flood resilience to properties at risk of surface water flooding.</p>
Preferred option	Viable alternative option 1 is the preferred option.
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.	

Strategic Business Case

Viable alternative option 1 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 sustainable urban drainage features where appropriate. 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 usual 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 2 proposed to deliver the projects to a reduced extent. This would involve replacing the highway drainage with minor betterment which would reduce future maintenance costs but still cause surface water flooding during exceedance events. The properties at flood risk would be fitted with property flood resilience products such as flood doors, none return valves and auto closing air brick covers. This products provide some resistance capacity, however if water sits at the property boundary for extended periods, it will still enter through the masonry and can rise through the floor construction. These products also require maintenance and have a design life of around 15 years before replacement is required. This solution would also not prevent the post flood costs such as installing and removing road closures and other traffic management methods, disposing of sandbags and repairing damaged road surfaces.

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
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Strategic Business Case

Outputs:		
NA		
Outcomes:		
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.
Outputs: The measure of the tangible and intangible products created e.g. floor space, housing units, homes and businesses given access to high-speed internet. Outcomes: The impact or value of benefits realised by the output e.g. FTE Jobs, GVA, higher skills attainment.		
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. <i>[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]</i>		
Outcome	Score	Description
Economic Value	+2	Flood damages (maintenance cost), insurance prems, clean up, surface water damage, congestion,
Net Carbon Value	+2	As per above.

Strategic Business Case

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 established with local contractors for similar works. National Frameworks are available from partnership risk management authorities such as the Environment Agency.		

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. 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> 60% (Programme/Project designed and initial cost estimated based on specific requirements / details of this programme/project). <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	

Strategic Business Case

6 - MANAGEMENT DIMENSION					
6.1 – Please provide estimated dates for the key milestones below. Use N/A if not applicable.					
Complete outline design				October 2021	
Issue Outline Case to MCA				December 2021	
Complete full design				January 2022	
Satisfy all statutory requirements (e.g. planning permission)				March 2022	
Procurement complete				July 2022	
Issue Full Business Case to MCA				N/A	
Works commence				August 2022	
Works complete / Project opening				March 2023	
6.2 - What would you need to accelerate these dates?					
Delivery of the scheme (construction) may be accelerated if there is no adverse weather or unforeseen issues on site once work commences.					
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	N/A	
2	Delays due to adverse weather, the scheme would be affected by a flooding event, which will delay scheme delivery	Medium	Low	N/A	
3	Delays due to further COVID impacts / restrictions	Medium	Medium	N/A	
4	Incomplete Design	Low	Medium	N/A	
5	Inaccurate Project Spec	Low	Medium	N/A	

Strategic Business Case

6	Non-Identification of major utilities/services which require removal or relocation in order to complete the scheme	Low	Medium	N/A	
7	Inadequate site investigation	Low	Medium	N/A	
8	Availability of materials and resources, including labour	Low	Medium	N/A	
9	Lack of a bid and award process at the construction manager, general contractor and/or subcontractor level	Low	Medium	N/A	
10	Delays due to legal issues on private land outside Doncaster Councils ownership	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.

Following the November 2019 flooding event, DMBC carried out Section 19 investigation, which identified some of these schemes the funding will be used for, which will reduce the impact and likelihood of flooding.

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

The Church Road, Bawtry scheme is also listed on the approved flood risk maintenance programme which can be found:

<https://dmbcwebstolive01.blob.core.windows.net/media/Default/TransportStreetsParking/Documents/Highways%20programme%20of%20works/2020-21%20Flood%20Risk%20Planned%20Maintenance%20Schemes.pdf>

Further information regarding Doncaster Councils recognition, support of these schemes can also be found online: <https://committees.parliament.uk/writtenevidence/9714/pdf/>

6.5 - Subsidy Control (previously State Aid)

Rules and tests govern whether public subsidies are acceptable. For any funding, that is considered a subsidy, and 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 have been obtained for the project to date. The scheme is an infrastructure project and as such:

- it would not give an advantage to a single beneficiary

Strategic Business Case

- 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 Subsidy Control 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?

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?

Strategic Business Case

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)

Name:	Paul Evans
Role:	Streetworks and Drainage Manager
Date:	20/06/2021

Strategic Business Case

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)	