Major Road Network (MRN) & Large Local Major (LLM) Schemes

Strategic Outline Business Case Submission

All submissions for consideration for the MRN or LLM pipelines and development funding must be supported by:

- A completed bid pro-forma (Part One).
- A checklist to highlight where key information can be found in the SOBC (Part Two).
- A Strategic Outline Business Case (SOBC) as defined in the Department's Transport Business Case Guidance and any Annexes as necessary. Please see:

  https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/85930/dft-transport-business-case.pdf

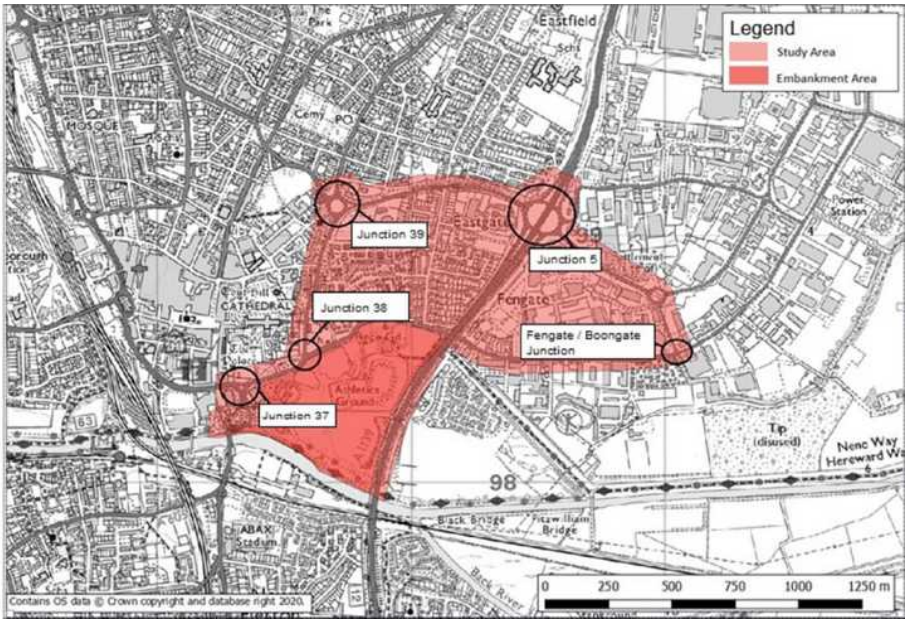
The checklist (b) details some key items that should be included within the SOBC for a candidate for MRN or LLM development funding.

The SOBC should be submitted alongside the MRN Regional Evidence Base and scheme priorities.

Proposed MRN and LLM schemes should only be road schemes as both programmes are now funded from the National Roads Fund. MRN schemes should be situated on the MRN, while LLM schemes should be for local roads which could include but are not limited to roads on the MRN. The Department's contribution will normally be between £20 million and £50 million for MRN schemes and above £50 million for LLM schemes.

Part One: Pro-forma

Basic Information

Scheme Name	A1139 University Access
STB Region / Regional Group	East of England
Promoting Authority	Cambridgeshire and Peterborough Combined Authority (CPCA)
Scheme location	Road name/number and section: 
Scheme location	Latitude and longitude:

Contact Details

Please provide a contact **name** from the promoting authority for enquiries relating to this bid:	Anna Graham
Please provide a contact **email** from the promoting authority for enquiries relating to this bid:	Anna.graham@cambridgeshirepeterborough-ca.gov.uk

Please provide a contact **phone number** from the promoting authority for enquiries relating to this bid:	07923250209

Consultancy Input

Please provide the name of any consultancy companies/lead consultants involved in the preparation of the **SOBC.**	Milestone (formerly Skanska) working on behalf of Peterborough City Council.
Please provide the name of any consultancy companies/lead consultants involved in the preparation of the **modelling** (if different from above).	As above

1) Introduction

Please provide a clear narrative to describe the scheme in the text box below (max 100 words).

The Peterborough Local Plan (adopted July 2019) sets out the overall vision, priorities and objectives for Peterborough for the period up to 2036. It includes the establishment of a University in Peterborough and is being delivered by both the Combined Authority and Peterborough City Council. The Embankment area is expected to attract significant growth in addition to the University. The SOBC focuses on the highway network near to the Embankment area, including Junction 5 of the A1139 Frank Perkins Parkway and the surrounding roads of Bishops Road, Vineyard Road, and Boongate. It also considers the southern part of Fengate. Its aim is to identify any potential need for transport improvements to support growth and the University site.

2) Development of scheme so far

Which description in the table below best matches the current stage of scheme development? Please tick only one box

We have identified the problem (e.g. the stretch of road or junction) and have a wide range of potential options but have not yet started to identify specific solutions.	
We have done some high level work to sift out some options and have a shortlist of high level options which can be described and drawn on a map. Alignments may not be precise.	
We have sifted down to a small number of options (e.g. 2 to 4) with precise alignments but have not yet settled on a preferred option.	
We have settled on a preferred option or alignment – possibly with some minor design elements left to decide (e.g. junction types).	✓

Have you produced any of the following documents (as defined in WebTAG)?

Option Appraisal Report (OAR)	Y
Appraisal Specification Report (ASR)	Y

Please provide any other information in the box below to describe what option development work has been done to date and reference with hyperlinks or attachments. In particular, illustrate why alternative/lower cost/phased options have been ruled out.
The SOBC sets out the case for transport improvements for the Embankment area and demonstrates that intervention is needed to reduce existing and future congestion and facilitate the development of the Embankment area including the University of Peterborough. A total of fourteen options were identified, with potential schemes ranging widely in estimated cost and level of effect on the operation of the area in focus of the SOBC. The DfT's Early Assessment Sifting tool (EAST) was used to assess the long list of options against project objectives, the Options Assessment Report (OAR) details the criteria used in the sift. The EAST scoring assessment is shown in Appendix B of the OAR. The EAST assessment discounted only one option as it failed to improve capacity. The remaining 13 options were taken forward to develop packages of interventions with the SATURN-based Peterborough Transportation Model 3 (PTM3). The Assessment methodology for the shortlisted options is detailed in the OAR, 4.2. Two packages were identified, each with a number of interventions, have been identified for further development. Package 1 includes the following improvements, • New Northbound off-slip linking the A1139 Frank Perkins Parkway with the Bishop's Road • 40m flare extension on the Bishop Road East (Junction 38) • Signalisation of the A1139 Frank Perkins Parkway southbound off-slip (Junction 5) • 40m flare extension on Fengate West and creation of a dedicated right turn lane on Fengate East (Boongate/Fengate Junction) • Creation of a roundabout at St Johns Street/Wellington Street Package 2 contains the following improvements, • Signalisation of the A1139 Frank Perkins Parkway northbound and southbound offslips, extension of the northbound off-slip left turn flare and provision of a left dedicated lane from the A1139 Frank Perkins Parkway northbound off-slip to Boongate west (Junction 5) • 40m flare extension on the Bishop Road East (Junction 38) • Dualling of Boongate West between Junction 5 and Junction 39

- 40m flare extension on Fengate West and creation of a dedicated right turn lane on Fengate East (Boongate/Fengate Junction)
- Creation of a roundabout at St Johns Street/Wellington Street

Each package was developed iteratively with different options added to address specific issues identified through the transport modelling.

Further analysis of the two packages has been undertaken in the Package Assessment Report and concluded that Package 2 performed better than Package 1, economically and operationally. This is due to changes in the modelling assumptions due to either design alterations or reflecting changes in the planning application for the University.

3) Strategic Case – Problems and Objectives

Please describe the problems the scheme is being designed to solve and how the scheme will support MRN and LLM objectives (see Strategic Case Checklist in Part B) and key national strategic priorities (e.g. access to international gateways and HS2 connections) in no more than 250 words.

The Peterborough Local Plan (adopted July 2019) sets out the overall vision, priorities and objectives for Peterborough for the period up to 2036. It includes the establishment of a University in Peterborough and is being delivered by both the Combined Authority and Peterborough City Council. The Embankment area is identified as an opportunity area by Peterborough City Council and is expected to attract significant growth in addition to the University.

The A1139 Fletton Parkway / Frank Perkins Parkway enables traffic to move strategically around the city. It is a key commercial corridor linking Norfolk, and multiple regional and local businesses, with the strategic road network. In addition, Junction 5 provides one of the key access points to Fengate, a large employment area within Peterborough. The University of Peterborough will also attract many new trips to this part of the transport network. The delivery of a scheme in this area will unlock economic development opportunities and increase the attractiveness for potential investors within Fengate and to the east of Peterborough City Centre, including the Embankment, as a reduced delays and improved journey time reliability.

A review of the pedestrian and cycleways was conducted as part of the SOBC and improvements identified for further development.

Table 2.1 in the SOBC details the alignment between the project and MRN objectives.

Please describe/explain in the box below the impact of not taking forward this scheme (max 200 words).

Significant capacity issues exist on the A1139 Frank Perkins Parkway and traffic conditions are forecast to get worse with proposed growth if no improvements are delivered. There is currently severe peak hour congestion and delay at Junction 5, with queues extending back onto the A1139 Frank Perkins Parkway in the AM peak hour. The development of the Embankment and University Site would become severely constrained if capacity improvements are not identified and implemented.

The provision of additional capacity at / or close to Junction 5, will ease congestion, improve journey time reliability, and improve the network resilience of the A1139 Frank Perkins Parkway and MRN, as well as the surrounding local road network.

4) Economic Case - Value for Money

Please summarise in the boxes below your current understanding of the likely costs and benefits of the scheme. Please include your estimate of the indicative Benefit Cost Ratio if one is available.

This should cover both monetised and non-monetised costs and benefits.

Please reference the SOBC where relevant and any reports on this to date (please provide hyperlinks or attachments).

If more than one option is still live please detail the relative costs and benefits of each, if available. In doing so, please make clear the age and source of the underlying data and any assumptions.

Value (£'000s) 2010 prices, benefits discounted to 2010	Package 1	Package 2
Benefits		
Greenhouse Gases	557	479
Consumer Users (Commuting)	7,160	8,892
Consumer Users (Other)	15,127	16,362
Business Users/Providers	10,383	12,598
Indirect Taxes	-1,082	-913
Present Value of Benefits (PVB)	**32,145**	**37,418**
Costs		
Broad Transport Budget	6,154	23,776
Present Value of Costs (PVC)	**6,154**	**23,776**
Net Benefit / BCR Impact		
Net Present Value (NPV)	**25,991**	**13,642**
Benefit/Cost Ratio (BCR)	**5.223**	**1.574**
Value for Money Statement	**Very High**	**Medium**

The Present Value of Benefits used in the assessment have been derived from the SATURN-based Peterborough Transportation Model (PTM3) used to assess the impact of the scheme in future years. Results from this modelling were then assessed using the Transport User Benefits Appraisal (TUBA,

1.9.14) tool to calculate a scheme BCR.

Since completing the SOBC a Package Assessment Report was undertaken to update the assumptions and determine a preferred package. The Table below shows the economic assessment outcome.

Value (£,000s) 2010 prices, benefits discounted to 2010	Package 1	Package 2
Benefits		
Greenhouse Gases	423	412
Consumer Users (Commuting)	-247	7,656
Consumer Users (Other)	4,054	18,909
Business Users/Providers	279	8,578
Indirect Taxes	-780	-813
Present Value of Benefits (PVB)	3,729	34,742
Costs		
Broad Transport Budget	10,149	14,409
Present Value of Costs (PVC)	10,149	14,409
Net Benefit / BCR Impact		
Net Present Value (NPV)	-6,420	20,333
Benefit / Cost Ratio (BCR)	**0.367**	**2.411**
Value for Money Statement	Poor	High

Indicative Benefit to Cost Ratio (if available)	The SOBC BCRs Package 1 BCR 5.2 Package 2 BCR 1.6 Package Assessment Report BCRs Package 1 BCR 0.4 Package 2 BCR 2.4
Indicative value for money category	The SOBC Value for Money Statement is, Package 1 Very High Package 2 Medium The Package Assessment Report Value for Money Statement is, Package 1 Poor Value for Money Package 2 High Value for Money

Please outline in the box below the assumptions and uncertainties behind these benefit estimations.

The approach to the appraisal is detailed in the SOBC, section 3.3
The Package Assessment Report provides further analysis and the appraisal approach is detailed in section 6.2

5) Financial Case

Cost of producing OBC

Please provide a breakdown of the estimated costs of scheme development from inception to Outline Business Case in the following format.

Package 1

Heading	Further spend required to get to Outline Business Case	Updated Figures following Package Assessment Report
Project Management	£ -	
Engineering and Technology	£ 326,538 (Site Surveys)	£501,653 (surveys)
Transport Planning and Demand (Scheme model development)	£ 75,000	£200,000
Environment and Planning	£ 247,904 (Prelim Design)	£701,009
Funding and Finance	£ -	
Engagement and Communication	£ -	
Legal	£ -	
Land and Property Referencing	£-	
Sub Total	**£ 649,442**	**£1,402,662**
TOTAL	**£ 649,442**	**£1,402,662**

Package 2

Heading	Further spend required to get to Outline Business Case	Updated Figures following Package Assessment Report
Project Management	£ -	
Engineering and Technology	£ 1,235,319 (Site Surveys)	£549,868 (Surveys)
Transport Planning and Demand (Scheme model development)	£ 185,700	£200,000
Environment and Planning	£ 933,239	£1,039,978
Funding and Finance	£ -	
Engagement and Communication	£-	
Legal	£-	

Land and Property Referencing	£-	
Sub Total	**£ 2,354,258**	**£1,789,846**
TOTAL	**£ 2,354,258**	**£1,789,846**

It may be difficult to determine the precise date when scheme development started but we are interested in recent costs on this specific scheme. So please do not include:

- Historic costs. For example, if a body of work was undertaken ten years ago and shelved only to be restarted a year ago, only include costs from the restart.
- The cost of developing wider local transport strategies even if this scheme emerged from them.
- The cost of local model development for wider purposes. Only modelling specifically for this scheme should be included.

Development funding request

Please break the total of producing the OBC into financial years and indicate how much is being sought from DfT. (Please express in £m to three decimal points)

Package 1	**2022/23**	**2023/24**	**TOTAL**
Funding sought from DfT	£701,330	£233,777	**£935,107**
Local funding	£350,666	£116,888	**£467,554**
TOTAL	£1,051,996	£350,665	**£1,402,661**

Package 2	**2022/23**	**2023/24**	**TOTAL**
Funding sought from DfT	£894,922	£298,308	**£1,193,230**
Local funding	£477,462	£149,154	**£596,615**
TOTAL	£1,342,384	£447,462	**£1,789,846**

As advised from DfT a total of a one third contribution would be made by the Combined Authority. The forecast of estimates shown above are current estimates based on the current programme and includes £160,000 Combined Authority funding to enable phase one of the OBC to be undertaken.

Please confirm whether the contribution to development funding sought from DfT can be capitalised (you may provide additional comments or qualifications as necessary)?	Y

Capital cost of scheme

Please provide your best estimate of the capital cost of the scheme (excluding the costs of producing an OBC above).

We recognise that the scope and cost of the scheme may be approximate at this stage, but, if possible, please provide:

- The cost of each option if more than one. And please express as a range if necessary.
- Out-turn prices but ensure that the current prices and inflation uplift can be separately identified.
- Please include and separately identify the preparation costs (between OBC and start of construction).
- Please include a reasonable estimate of risk/contingency but do not add an additional optimism bias uplift (reference web-tag guidance if unclear).
- Explain the basis of the cost estimate (e.g. is it derived from detailed bills of quantities, benchmarked against other schemes etc).

The SOBC

Risk Adjusted Base Costs (2020 Prices) – Package 1

Calendar Year	Construction Costs (£)	Land & Property Costs (£)	Preparation and Supervision Costs (£)	Risk Allowance (£)	Risk Adjusted Base Cost (£)
2021			569,869		**569,869**
2022			332,741		**332,741**
2023	1,398,130	100,000	280,398	186,168	**1,964,695**
2024	2,796,259		368,328	372,335	**3,536,923**
2025					
Total	**4,194,389**	**100,000**	**1,551,337**	**558,503**	**6,404,228**

Risk Adjusted Base Costs (2020 Prices) – Package 2

Calendar Year	Construction Costs (Highways) (£)	Construction Costs (Structures) (£)	Land & Property Costs (£)	Preparation and Supervision Costs (£)	Total Base Investment Cost (£)
2021				1,821,317	1,821,317
2022				981,047	981,047
2023	2,754,115	2,488,986	100,000	952,288	6,295,389
2024	5,508,230	4,977,972		1,406,471	11,892,672
2025					
Total	**8,262,345**	**7,466,957**	**100,000**	**5,161,123**	**20,990,426**

The cost estimates have been costed based on initial design information, and include risk allowance with COVID -19 related construction risks

Package Assessment Report

Package 1

Package 1	Scheme / Component	Base Investment Cost (No Risk)	Risk Allowance	Risk Adjusted Base Cost
1.1	New A1139 NB Off-slip onto Bishops Road (Junction 4a)	£ 5,023,589	£ 1,186,335	£ 6,209,924
1.2	Junction 38 Improvements	£ 456,909	£ 75,861	£ 532,770
1.3	Fengate / Boongate Junction Improvements	£ 771,849	£ 140,768	£ 912,618
1.4	Junction 5 Improvements	£ 676,189	£ 134,321	£ 810,510
1.6	Wellington Street Improvements	£ 455,992	£ 74,136	£ 530,128
1.7	Junction 39 Improvements	£ 679,948	£ 146,720	£ 826,669
1.8	Sustainable Transport Improvements	£ 1,318,559	£ 263,712	£ 1,582,271
OBC	(Modelling, Business Case, Consultation, Stakeholder Engagement)	£ 200,000	£ 20,000	£ 220,000
FBC	(Modelling, Business Case, Consultation, Stakeholder Engagement)	£ 160,000	£ 16,000	£ 176,000
Total		**£ 9,743,036**	**£ 2,057,854**	**£ 11,800,890**

Note that the costs of Package 1 have increased since the SOBC as further survey and design work have identified higher construction costs associated with each of the schemes, including the requirement for an underpass beneath the new slip road.

Package 2

Package 2	Scheme / Component	Base Investment Cost (No Risk)	Risk Allowance	Risk Adjusted Base Cost
2.1	Boongate Dualling	£ 9,147,086	£ 2,171,251	£ 11,318,337
2.2	Junction 38 Improvements	£ 447,375	£ 75,861	£ 523,237
2.3	Fengate / Boongate Junction Improvements	£ 759,484	£ 140,768	£ 900,252
2.4	Junction 5 Improvements	£ 661,275	£ 134,321	£ 795,596
2.6	Wellington Street Improvements	£ 444,854	£ 74,136	£ 518,990
2.7	Junction 39 Improvements	£ 668,810	£ 146,720	£ 815,530
2.8	Sustainable Transport Improvements	£ 1,302,886	£ 263,712	£ 1,566,598
OBC	(Modelling, Business Case, Consultation, Stakeholder Engagement)	£ 200,000	£ 20,000	£ 220,000
FBC	Full Business Case	£ 160,000	£ 16,000	£ 176,000
Total		**£ 13,791,770**	**£ 3,042,770**	**£ 16,834,539**

Risk allowance has been applied on a scheme-by-scheme basis and varies between 16% and 24% (with 10% allowed applied to further design and business case development work). Optimism Bias has also been applied to the Risk Adjusted Base Cost for the construction of each scheme using a rate of 46% for roads and active travel improvements and 55% for structures in line with TAG unit A1.2 (July 2021).

A cost allowance has also been included for Sustainable Transport Improvements in the area. The

benefits of these schemes are not included in the economic assessment at this stage and are expected to improve the package BCRs when incorporated as part of the Outline Business Case.

Affordability (LLM schemes only)

Please provide in the box below a brief summary of why the scheme would be unaffordable other than via this bid to the LLM fund. Proposed LLM schemes should be single schemes that can only be delivered or justified as a whole. The Department's contribution will normally be above £50 million for LLM schemes.

N/A

6) Management Case

Outline Business Case delivery

Please provide a timeline for the production of an OBC.

A GANNT chart would be helpful but is not necessary. However please include the following milestones with dates:

- Production of SOBC, OAR and ASR (if not already produced).
- Production of LMVR.
- Completion of base model (if necessary)
- Forecasting report
- Start and end of public consultation
- Adoption of preferred option

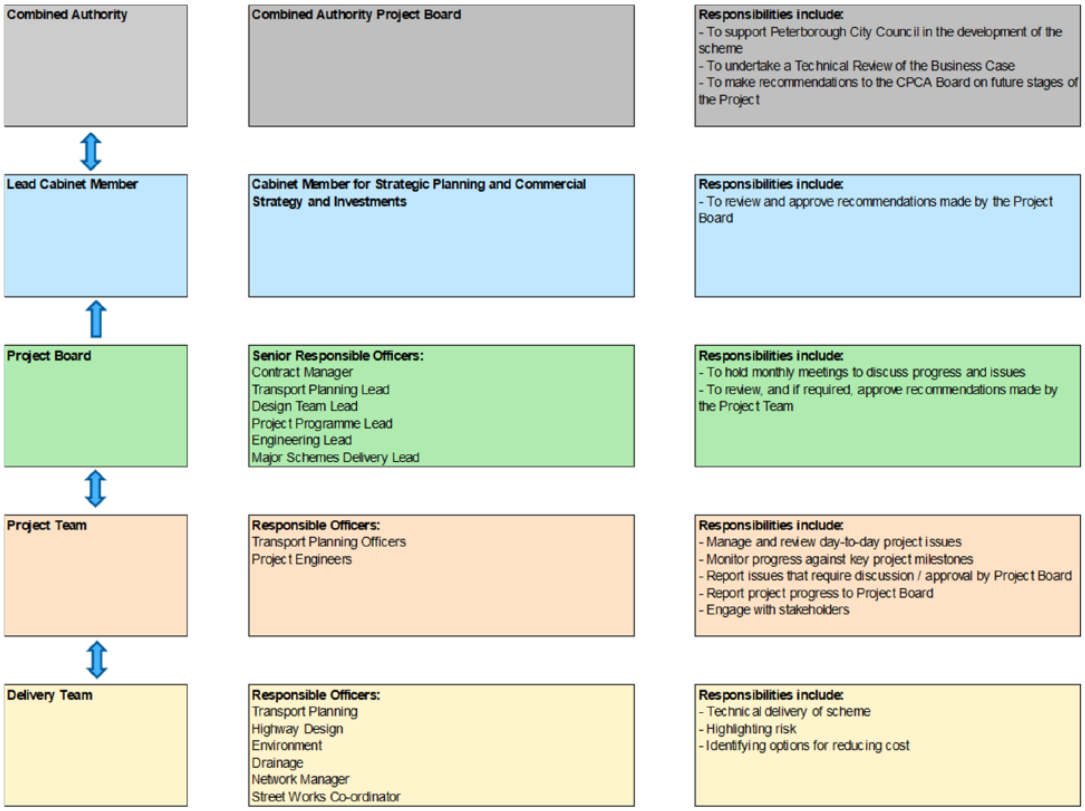
An indicative timeline has been produced below:

Timescale	Milestone Activity
January 2020	Strategic Outline Business Case and Option Assessment Report Submitted to CPCA and DfT
January 2021 - March 2021	Strategic Outline Business Case reviewed by DfT and approval sought from CPCA Board to release funding to undertake Phase 1 of the Outlne Buisness case
April 2021 – October 2021	Phase 1 of Outline Business Case (Further detailed study, including microsimulation modelling to determine preferred package)
November 2021 – December 2021	Phase 1 of Outline Buisness Case reviewed by DfT and approval sought for the release of funding to undertake Phase 2 of Outline Business Case and Preliminary Design
January 2022 – February 2023	Outline Business Case produced and Preliminary Design undertaken
February 2023	Outline Business Case and Preliminary Design Submitted to DfT
March 2023	Outline Business Case reviewed by DfT and approval sought from for the release of funding to undertake Detailed Design and produce a Full Business Case
April 2023 – February 2024	Detailed Design undertaken and Full Business Case produced
February 2024	Full Business Case and Detailed Design Submitted to DfT
March 2024	Full Business Case reviewed by DfT and approval sought for the release of funding to undertake construction
April 2024 onwards	Commencement of construction of scheme

Programme taken from SOBC and to be updated following agreement of funding

Outline Business Case Governance

Please set out the basic governance arrangements for production of the OBC, roles, responsibilities, resources etc.



The Combined Authority governance is set out in the Constitution and Assurance Framework.

SOBC, Section 6.4, page 86

Scheme Delivery

Please state the estimated delivery milestones as below, assuming MRN or LLM Programme Entry is granted at least 3 months after submission of the OBC. Please amend/add to milestones as necessary.

Submission of Outline Business Case (OBC) (for subsequent milestones assume at least 3 months from OBC to programme entry decision).	**As above table milestones.**
Submission of planning application.	
Determination of planning decision.	
Publication of scheme orders/CPOs (see section 7 below).	
Completion of Public Inquiry (if not applicable, see section 7).	
Confirmation of all statutory orders and consents.	

Completion of procurement.	
Full Business Case submitted to DfT.	
Start of Construction (assume 3 months from FBC to funding commitment).	
Scheme open to public.	

Note: If planning consent, scheme orders, CPOs or a public inquiry are not required please insert ‘n/a’ and provide an explanation in Section 7 below.

7) Orders and consents

Do you envisage that CPOs will be necessary? If not please explain here or insert appropriate reference to relevant SOBC paragraph.	N – Refer to SOBC, para 3.7
Are other statutory/highways orders required that would normally require a Public Inquiry (e.g. Side Roads Orders, Transport and Works Act Order). Please specify.	N – SOBC, para 2.14
What other statutory orders/consents are required? (e.g. heritage, environmental consents).	Y- SOBC, para 2.14
If CPO and other orders are required does your timetable assume that there will be a public enquiry? If not please explain here or insert appropriate reference to SOBC document.	N/A

8) Stakeholder Support

Please provide evidence of support for this scheme prior to the development of this bid, referencing activity from businesses, campaign groups, MPs etc.

It would be helpful to include any relevant links to news stories, campaign websites etc.

The Transport and Infrastructure Committee and The Combined Authority Board are comprised of political members from the constituent councils. The SOBC has been presented to both the Committee and Board to seek approval to finalise the document and to progress to the phase one of the OBC. A majority approval was given.

The SOBC section 2.13 provides stakeholder details.

Public engagement was undertaken as part of the Package Assessment Report - Phase 1 OBC. An integrated approach to the public engagement took place with the packages being included in the Embankment Masterplan engagement which took place in November 2021.

The Embankment Masterplan public engagement, which included the packages of transport options, used both a website, a webinar and an in-person event to gather views. A total of 1,489 surveys were completed.

In general there was support for improving connectivity around the embankment area. The Civic Society considered package 2 to be the more practical solution, but raised concern that the Wellington St Car Park is 800m walk to the embankment which may put off many wishing to use the embankment.

Does this scheme have implications for Highway England or Network Rail infrastructure? If so, using the box below describe what discussions have taken place with either of these organisations to facilitate this scheme?

At this stage we do not envisage any implications for National Highways and Network Rail.

9) Section 151 Officer Declaration

As Section 151 Officer for Cambridgeshire Peterborough Combined Authority I declare that the cost estimates quoted in this bid are accurate to the best of my knowledge and that Cambridgeshire Peterborough Combined Authority

[1] has allocated sufficient budget to develop the scheme's OBC on the basis of its proposed funding contribution.

[2] accepts responsibility for meeting any costs of developing the OBC over and above the DfT contribution requested, including potential cost overruns, and the underwriting of any third party contributions.

[3] accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested.

Name: Jon Alsop	Signed:

Please email this completed form to:

LT.plans@dft.gov.uk

Please note that the size limit for attachments to a single incoming email to DfT is 20MB. If your submission is larger than this please submit separate emails, use a zip folder, or convert large files to an alternative format.

We would prefer it if annexes are separated out into individual pdf documents.

Part Two: Checklist

Please complete this checklist by referencing locations where the relevant material can be found in the SOBC document.

Strategic Case

Item		**Section/Page**
A detailed description of the physical scope of the scheme.		Page 45
The objectives of the scheme.		Section 3.8-page 34
A description of the process by which the scheme came to be identified as the preferred option for meeting those objectives including why alternative options were discarded.		Section 2.15 from page 41
How the objectives of the scheme align with the MRN, LLM and national transport objectives We do not expect all schemes to meet all of these objectives so please mark n/a if necessary.	• To ease congestion and provide upgrades on important national, regional or local routes.	- Table 2.1 page 10 - Page 18

Item		**Section/Page**
How the objectives of the scheme align with the MRN, LLM and national transport objectives We do not expect all schemes to meet all of these objectives so please mark n/a if necessary.	• To unlock economic growth, job creation opportunities, and support rebalancing.	- Table 2.1 page 10 - Section 2.5 page 24 - Page 29, 30 - Page 34
How the objectives of the scheme align with the MRN, LLM and national transport objectives We do not expect all schemes to meet all of these objectives so please mark n/a if necessary.	• To enable the delivery of new housing developments.	- Table 2.1 page 10 - Page 31
How the objectives of the scheme align with the MRN, LLM and national transport objectives We do not expect all schemes to meet all of these objectives so please mark n/a if necessary.	• To support all road users.	- Table 2.1 page 10 - Page 21, 22, 23 - Appendix B

Item		**Section/Page**
How the objectives of the scheme align with the MRN, LLM and national transport objectives We do not expect all schemes to meet all of these objectives so please mark n/a if necessary.	• To support the Strategic Road Network.	N/A
For schemes that directly aim to facilitate commercial or housing development on specific sites, details of the sites, current planning status, status of developer commitment and the expected impact of the scheme.		SOBC, section 1.3, page 4
The impact the scheme would have on: • **Access to planned HS2 stations or sites.**		
• **Access to International Gateways.**		
If relevant, details of public consultation activities on the scheme to date, and key findings including how any key questions/concerns have been addressed.		

Economic Case

Not all of the following documents are required at the SOBC stage.

If they have been produced please reference their location within the SOBC and/or supply the necessary documents.

Item	Section/Page
Option Assessment Report (OAR)	Separate Report
Data Collection Report	
Local Model Validation Report (LMVR)	
Present Year Validation Report (if required)	
Forecasting Report	
Economic Appraisal Report	
Social and Distributional Impacts Assessment	

Management Case

Item		Section/Page
Governance structure (including SRO, Project Board, Project Manager, and other key roles, and resourcing levels).		SOBC, Section 6.4, page 86
Detailed Project Plan		
Risk Management	Detailed Risk Register	Appendix B
Risk Management	Narrative to explain the most significant risks, how they are being managed and their potential impact on time and budget.	Section 2.12, page 38
Risk Management	Risk management strategy	Section 6.9 page 92
Project Assurance e.g. Gateway Reviews		CPCA assurance Framework
Evaluation Outline evaluation plan including a statement of core evaluation objectives.		SOBC, Section 6.10, page 92 Monitoring and Evaluation Plan

Commercial Case

Item	Section/Page
Description of the preferred procurement strategy	Section 5.3, page 81
Rational for the selection of preferred procurement route against possible alternatives	As above
Explanation of how costs and risks will be shared throughout the contract	Section 5.4, page 82 and See Risk Management above

Financial Case

Item	Section/Page
Cost breakdown	Table 4.4 page 71 & Table 4.9
Details of and justification for inflation assumption used.	Table 4.1 page 69, 72, 75
Risk Assessment	See Risk Management above
Evidence of potential third party contributions	Funding Constraints page 76