

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: [Rotherham Metropolitan Borough Council](#)

**If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

Bid Manager Name and position: [Lorna Vertigan; Strategic Regeneration Manager](#)

Name and position of officer with day-to-day responsibility for delivering the proposed scheme.

Contact telephone number: [07748 142833](#) **Email address:**
lorna.vertigan@rotherham.gov.uk

Postal address: [Riverside House](#)

[Main Street](#)

[Rotherham](#)

[S60 1AE](#)

Nominated Local Authority Single Point of Contact: [Lorna Vertigan](#)

Senior Responsible Officer contact details: [Simon Moss, Assistant Director, Planning, Regeneration & Transport. simon.moss@rotherham.gov.uk](#)

Chief Finance Officer contact details: [Judith Badger, judith.badger@rotherham.gov.uk](#)

Country:

- England**
- Scotland**
- Wales**
- Northern Ireland**

Please provide the name of any consultancy companies involved in the preparation of the bid:

Edge PS Cost Consultants

Development Economics

For bids from **Northern Ireland applicants** please confirm type of organisation

- | | |
|---|---|
| <input type="checkbox"/> Northern Ireland Executive | <input type="checkbox"/> Third Sector |
| <input type="checkbox"/> Public Sector Body | <input type="checkbox"/> Private Sector |
| <input type="checkbox"/> District Council | Other (please state) |

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Yes

No

Please ensure that you evidenced this in the financial case / profile.

1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

Promoting equality, challenging intolerance, embracing diversity and celebrating our achievements are at the core of our Rotherham Plan. This is reflected in the Levelling Up fund considerations as targeted investment in areas of deprivation and inequality. The game changing nature of our proposals means that inclusivity must be at the heart of everything we do and we recognise that exclusivity will mean our Levelling Up proposals have failed.

This proposal is focussed on supporting the delivery of specific aspects of the Town Centre Masterplan, which aims to attract more people to live in and visit Rotherham Town Centre. This work may impact more significantly on Rotherham's BAME population, which is highly concentrated in the inner areas of the town, whilst the outer areas are over 90% White British. Rotherham also has a polarised geography of deprivation with the central areas being the most deprived; this means that 42% of BAME residents live in areas that are amongst the 10% most deprived in the country. For some groups, this figure is even higher, which emphasises how important it is that Town Centre developments meet the needs of ethnic minority residents.

Involving local people, including BAME communities has been integral to the development of the proposals. During the COVID-19 pandemic, targeted engagement activities took place with diverse communities in the central neighbourhoods of Templeborough and Eastwood around the Town Investment Plan. The findings of this engagement work directly informed the plan's development; for instance, more funding was directed towards housing provision, based on feedback from local people. The consultation to date has been invaluable to ensure that regeneration projects meet the needs of communities. Involving local diverse communities in the developments from start to finish will therefore continue to be integral to our approach to regenerating the Town Centre. This will be in line with the principles of the Thriving Neighbourhoods Strategy to 'work with communities' rather than 'doing to'.

Community cohesion is vital to achieving a safer and more harmonious Rotherham. The borough has faced challenges in recent years in terms of right-wing demonstrations and protests in the Town Centre, which have been associated with a rise in hate crime and community tensions. Regenerating the Town Centre is a positive opportunity to bring diverse communities together, make it a more welcoming and family-friendly destination and help to renew local people's pride in Rotherham.

A significant focus of this proposal is around diversifying the Town Centre economy and increasing footfall, including in the evening. Anecdotally, many local people do

not feel safe in the Town Centre usually in the night time, which may be associated with the lack of footfall at present. This proposal aims to make the Town Centre feel like a safer place, which has positive implications for many protected characteristic groups who may be more likely to experience harassment and/or hate crime, including women, BAME communities, LGBTQ people, disabled people and older people.

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: [Levelling Up Fund – Rotherham Metropolitan Borough Council](#)

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

The Levelling Up Fund aims to tackle economic differences through smaller scale infrastructure projects, supporting, enhancing, and binding communities together. It is with this in mind that Rotherham presents two projects, the Riverside Residential Quarter and Leisure & Culture Quarter.

The Rotherham Town Centre Masterplan 2017 has a clear vision which still stands today.

“Rotherham Town Centre will become a place people will increasingly choose to use. It will provide a more distinctive and diverse experience. It will offer much more than just shopping. There will be new places to eat-out and new bars and cafes. A cinema and quality hotel will be at the heart of a new commercial leisure development. Streets, spaces and public transport hubs will have been upgraded and new green spaces created, to provide a brighter, more attractive and safer Town Centre. More people will live in and close by Rotherham Town Centre.”

This vision is being delivered through a pipeline of interventions that are attracting both public and private sector funding. The LUF will greatly enhance this package to continue the delivery of a major step change for the town centre, for the benefit of the Borough as a whole.

This package bid will incorporate two neighbouring projects which will complete works in the Culture and Leisure Quarter and the new Residential Quarter.

Proposals in the Leisure & Culture Quarter focus on a new leisure destination featuring a cinema, bars, restaurants, and a quality hotel. A funding package of over £35m is in development along with planning permission and work is now underway on site. Development continues across the river to include Corporation Street, a cluster of derelict and underused buildings which will provide leisure and residential uses on a smaller scale catering for independent providers and contributing to a 24-hour presence in the town centre. The canal and river are integral to the creation of a quality environment and work has begun to create a Riverside Walk along with the necessary infrastructure. LUF will continue this development by enabling key sites to come forward through strategic acquisitions, removing or resolving constraints, and enhancing the quality of the materials palette.

The Riverside area of the town centre is the focal point for a new residential community. The river itself is an attractive feature which provides a natural setting for new residential development. A vibrant mix of new dwellings and the creation of a lively residential area is underway on three sites. The Town Deal and LUF will secure further development sites and ensure this new community has the benefits of a good quality environment, with enhanced street scene and public realm.

Across the river sits Rotherham United's New York Stadium and Riverside House, home to Rotherham Borough Council and currently the Central Library as well as the former Guest and Chrimes factory, which forms part of the Town Deal allocation. The riverbanks are disconnected and a new pedestrian bridge is proposed.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£19,549,059	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	100%
	Cultural	%
	Transport	%

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

Yes

No

Support letters can be found at Appendix 1. All three Rotherham MPs support the three Rotherham LUF bids. The Town Centre bid is endorsed by Sarah Champion MP for Rotherham.

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

Rotherham Council has a long history of engaging with its communities as we have developed our plans for regeneration. Our Thriving Neighbourhoods strategy (2018-2025) states our understanding that communities are best placed to understand local issues and find local solutions to local problems it is with this in mind that we are committed to engaging and involving our communities in everything we do.

The Town Centre Masterplan (2017) is the guiding document which continues to shape the future of the town centre. It was formulated on the back of extensive consultation, through workshops and one to one sessions with local stakeholders, landowners, operators and businesses.

In the formation of the Town Investment Plan, which was formulated at the height of the pandemic the Government's MyTown portal was used to engage the wider community in understanding the town's needs. However, as the TIP was developed it was clear a more targeted approach was required, one which would allow the public to comment directly on proposals. Considering the restrictions enforced by Covid-19 lockdowns a virtual exhibition was developed. The presence of the platform was promoted through social media and Council newsletters. Of the feedback received the most notable was that 86% of people strongly agreed with the proposals for the town centre, proposals which the LUF will contribute to.

Individual consultation sessions were also held with specific project stakeholders, dedicated community groups and local businesses. During these sessions our team examined and assessed the need in the area, the successes and challenges, and openly explored options to address identified issues. The following comments a reflective of the support for both the Town Deal and the LUF proposals:

'Higher quality housing is required to attract professionals to the town centre.' – Virtual Exhibition.

‘Rotherham definitely has the potential to attract young professionals who would be attracted to the area for good quality housing close to the centre, in a desirable modernised setting.’ – Virtual Exhibition.

‘Definitely more modern looking residential projects especially next to the riverside. If there are more residents, then more shops might reopen as demand grows and the town centre will automatically regenerate itself.’ – Virtual Exhibition.

‘There are numerous abandoned buildings in Rotherham town centre that are infested with pigeons and are rotting away. The buildings give off a lasting negative impression to both visitors and residents of the town. It would be good if money could be spent renovating them into new spaces such as shops, restaurants, bars, offices or accommodation’ – MyTowns.

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

The plans for the town centre have been thoroughly communicated through the Town Centre Masterplan and Town Investment Plan and are continually supported by the local community and stakeholders.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?

- Yes
 No
 N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council

- Yes
 No
 N/A

4.3 The Case for Investment

See technical note Table 1 for further guidance.

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Rotherham has a long-standing ambition to create a town centre which has a sustainable future. Competition from the nearby out of town retail centres has strongly evidenced a need for Rotherham’s town centre to redefine its retail offer and diversify into other sectors.

Prior to the pandemic, town centre footfall fell by 8.8% in 2019, following a 7.0% decrease in 2018. Cushman & Wakefield’s Retail Resilience Index ranked Rotherham 244 out of 250 towns clearly indicating under performance and highlighting the scale of the challenge. Rotherham’s Town Centre retail challenges are largely due to the competition from out-of-town shopping centres that draw

people away from town centre shopping. Although struggling high streets span the nation, Rotherham's out of town offer places town centre retail in a uniquely difficult position.

In September 2020, the town centre accommodated 293 premises, this is down from 331 in 2011. 92 of these premises are currently vacant (31.4%); while the data indicates that there has been a fall in the national average rate of unit vacancies, the rate in Rotherham has been increasing from 21% in 2018. These vacancies constitute 25% of the available floorspace. These issues would be partially remedied by an increase in town centre living and an increased leisure and cultural offer to draw people into Rotherham and consequently create an upward spiral for the town centre.

The Covid-19 pandemic has pushed a struggling and deprived region to breaking point. Consumer spending has dropped dramatically in Rotherham since the start of the pandemic, as it has nation-wide. In an already precarious and fragile state, the town centre has suffered hugely from a drop in spending and lack of customers. Fundamental changes in patterns of behaviour cloud the future of Rotherham town centre in uncertainty.

In the leisure and entertainment sector, there is little to appeal to residents and visitors in the evening, which means the evening and night-time economy is also suffering. Anecdotal evidence highlights that people often do not feel safe in the town centre, both during the day, and the evenings. This lack of an evening economy is evident in only 7% of units in Town Centre operating under Food and Drink use, and only 3% operating as Leisure type uses. The Sheffield & Rotherham Joint Retail & Leisure Study further identified this lack of leisure and entertainment provision in Rotherham, being "below the national average."

The 2016 Town Centre Business Survey identified that most participating businesses (91%) are very concerned about crime and/or anti-social behaviour in the town centre. The top 3 areas of concern are street drinking (84%), shoplifting/theft (70%) and demonstrations/protests (65%).

There are a number of barriers to accessibility and movement in the town centre. Away from the two main attractive town centre spaces of Minster Gardens and All Saints Square, the wider public realm is tired, dated, and of poor quality.

Consequently, key pedestrian routes that provide connectivity to and within the Town Centre are in need of significant improvement.

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

Previous analysis of market failure has been undertaken in the preparation of the Town Investment Plan. In evidencing demand across sectors, including residential, employment and leisure, the delivery and market demand picture was seen in the context of market failure. This means that there is demand and evidence of developer interest once impediments to development have been overcome. For example, the need to gap-fund residential development, to de-risk and prepare previously developed land, or to assemble and acquire land on a comprehensive

basis. This unlocks demand by addressing the root cause of market failure, enabling commercial private sector-led development and investment to take place.

Market failure is physically demonstrable by the continued vacancy of numerous buildings in private ownership with some owners showing no intention or ability to improve without intervention. These long-term vacancies have led to the further deterioration and contribute to an unsafe feel in parts of the Town Centre.

Noticeably the declining retail market with the decanting of the more established names to out of town shopping centres hit the town hard. This alongside a lack of major and family-orientated commercial leisure and entertainment attractions in the town centre created low confidence in the overall offer, effectively stalling private investment and the much-needed residential market.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

LUF investment will complement and add value to the investment from the FHSF and Towns Fund by focussing on the completion of the Riverside residential and the Leisure and Cultural Quarters and improving connectivity between these areas.

The Riverside masterplan focusses on the creation of a new mixed-use community, bringing footfall and activity 24 hours a day. This includes a major drive to repopulate this area and to address longstanding vacant buildings. The first phase of the residential project is being delivered bringing 171 new homes and £24m of investment into the town centre.

A land assembly strategy will see the Council taking ownership of further sites along the river to continue the creation of this new community. Integral to this will be securing control of strategic sites which, although partially funded by Town Deal, require further funding from LUF.

Across the river neighbour the derelict, listed Guest & Chrimes (former) brass works will see a rejuvenated heritage asset and public realm adjacent to recent development, including the Council offices and Rotherham United's New York Stadium. These sites are disconnected from the new residential community by the river. LUF will deliver a new pedestrian bridge connected to the highway by a space dedicated to new public realm.

Plans for the diversification of the town centre's offer focus around bringing in new leisure and cultural uses centred in an area of the town neighbouring the Riverside Quarter and connected by the River Don. Forge Island is the first phase in the delivery of this new offer and a long-standing regeneration ambition. Development is now underway with support from the Council's development partner, Muse. This development will bring a cinema and hotel along with food and beverage uses. LUF will contribute to this by supporting enabling works such as the completion of flood defences in the form of the Canal Barrier, and continuing the River Walk, creating a key pedestrian gateway to the development.

The Leisure & Cultural Quarter extends across the river to incorporate outstanding public realm and the Corporation Street area. Corporation Street itself comprises tired, derelict, and underutilised buildings. Diversification and levelling up of this area is an ambitious transformation which will require a phased approach and comprehensive land assembly to bring derelict buildings back into use. LUF will acquire additional sites which will facilitate connections between Forge Island and Corporation Street.

The developments are linked by the road and river to the east and west of the sites. LUF will create a Riverside Walk along the length of the river. Additionally, highway and public realm improvements will improve the quality and safety of the environment for pedestrians and cyclists along Corporation Street. This will extend, and promote additional use of public realm, cycleways and walking improvements being delivered on Westgate, Sheffield Road and Frederick Street as part of Transforming Cities Fund. As well as achieving benefits in respect of active travel, this will provide sustainable connectivity between the new residential development on Wellgate and town centre retail and facilities.

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)	<input type="checkbox"/> Yes <input type="checkbox"/> No
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4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

Rotherham town centre faces considerable long-term challenges that have been exacerbated by the 2020-2021 pandemic. Indeed, as of September 2020, vacancy rates in the town centre include over 31% of ground floor units and 25% of floorspace. These rates are considerably higher than national averages.

Levelling up aims to provide the infrastructure to improve people's lives, bring pride to the community and regenerate town centres. Since 2017 the Council and its partners have been implementing a comprehensive town centre masterplan that has the objective of introducing a wider range of uses, in particular commercial leisure and residential development, with key elements being Forge Island, the Corporation Street redevelopment and a new residential community in the Riverside Quarter.

The interventions proposed will be facilitated by the Levelling Up to a total of £19.5m. Investment from other public sources of £18.7m will also be used to bring about the required changes. The combination of these public sources will complement and complete the interventions underway in the Leisure and Cultural and Riverside Quarters.

The interventions proposed will achieve:

- *Remediation and/or development of abandoned or dilapidated sites*: 5 sites will be brought into the ownership of the public sector through the contribution of the Levelling Up fund, enabling development of these stagnated spaces.
- *Delivery of quality residential or commercial space in key locations (town centres, gateway areas, employment sites)*: The LUF complements the

almost 18,000sqm of new commercial space which will be delivered through the Leisure and Culture Quarter projects. Another 530 homes are in development or are completed in the direct project area. LUF will seek to complement and co-ordinate these developments by creating a connected and coherent community.

- *Delivery of new public spaces*: totalling some 8,022sqm of public spaces across both projects.
- *New or upgraded cycle or walking paths*: An additional 350m cycle route and a 50m pedestrian and cycle bridge will connect the two project areas.

4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

Rotherham Town Centre is evolving. Recent years have seen significant investment, with an aim to create a dynamic and economically successful place to live, work and visit.

This investment has been guided by policy, including the Local Plan Core Strategy, adopted in 2014 and further supported by The Rotherham Town Centre Supplementary Planning Document (SPD) in 2015, which jointly aim to:

- Support development which enhances Rotherham town centre's appeal as a family friendly destination.
- Seek to deliver new entertainment, leisure and cultural offer focused in the western part of the town centre.
- On the former Guest and Chrimes site, support proposals well integrated with adjoining uses and which support the vitality and viability of the town centre.
- Support proposals which improve and enhance transport infrastructure and public transport connections.
- Support proposals which improve the range and quality of retail and leisure by providing opportunity for tourism and leisure facilities, such as quality food and drink, cinema and hotel developments.
- Bringing vacant units back into use.

Active travel proposals on Corporation Street will, when combined with Transforming Cities proposals on the wider Sheffield Road corridor, contribute toward the Local Plan objectives of improving travel options along an identified key transport corridor, as well as supporting policy CS14 to improve accessibility and manage demand for travel by inter alia enabling walking and cycling.

The Rotherham Economic Growth Plan (2015 – 25) specifically refers to the town centre as a high priority for the borough. It will be a major driver of economic growth and acts as a barometer of the overall health of the borough. There is considerable potential to increase employment in and close to the town centre in leisure, retail, office and other commercial activities. We will also seek to substantially increase the

residential offer within the town centre, making it a much more vibrant and diverse place to visit, work and live.

In partnership with local businesses the Rotherham Plan 2025 (2017) promises to “work to maintain safe, clean and vibrant public spaces and efforts will continue to reduce all forms of anti-social behaviour in the town centre. This will be part of our comprehensive regeneration programme based on the new town centre masterplan. Alongside a proposed leisure hub at Forge Island and sites for good quality housing, will be schemes explicitly aimed at creating more welcoming environments for communities to come together. This includes the creation of pedestrian routes and a healthy living corridor to support town centre life and vitality, as well as proposals to open up and better utilise the riverside.”

The Rotherham Town Centre Masterplan (2017) is the core document setting out the future priorities for the town centre, of particular relevance to the LUF are:

- Development of a central Mixed Use Leisure Hub at Forge Island
- Delivery of residential units on key sites within the Town Centre
- Creation of pedestrian ‘Gold Routes’ through the Town Centre, improving wayfinding and reconfiguring footfall
- Opening up Rotherham’s riverside
- A connected Green Network to deliver a Corridor of Healthy Living

On a regional level the Sheffield City Region Strategic Economic Plan (2020 - 2040) recognises the role town centres have to play in the development of the region’s strong and resilient economy.

Proposals on Corporation Street align with key objectives and actions identified by the Rotherham Transport Strategy – generally, to encourage ‘active’ travel and specifically, to identify and develop fast direct links for ‘active’ travel between main centres (in this case, and including the TCF proposals on Sheffield Road, Rotherham and Meadowhall). The proposals also lie within a priority area for intervention identified in the draft Rotherham Cycling Strategy – this strategy is to be subject to public consultation in summer 2021.

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

Rotherham, as with most places, is already suffering the effects of climate change, the most extreme example of this being the floods of 2007. Work has already taken place to mitigate these impacts (i.e., the Town Centre Flood Alleviation Scheme), and this will continue with the developments proposed by Town Deal and here in the LUF.

Ensuring town centres including Rotherham viable and can support a jobs, services and opportunities for local people will contribute to Net Zero, enabling people to access facilities within a short walk or cycle of home rather than having to travel by car. Providing infrastructure for active travel in this manner is consider with the objective of the Government’s ‘Gear Change’ publication. Even where people

continue to choose to travel by car, travelling less far will still help significantly reduce car mileage and emissions.

There is particular opportunity to establish such behaviour amongst new residents of the Westgate Riverside development from occupation, with Rotherham town centre, bus interchange and railway station all lying within $\frac{2}{3}$ mile of the new homes. Additionally, Meadowhall shopping centre and interchange lies within about 15 minutes cycle ride from the development, as does a proposed new tram-train stop at Magna being delivered under TCF. Through the combined effect of LUF proposals, and TCF proposals in Rotherham and Sheffield, these movements will be provided with a continuous and direct cycle route.

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

In support of our ambitions for the town centre the Council has recently secured £12.6m from the Future High Streets Fund for to support the development of the Retail and Cultural & Leisure Quarters with enhanced public realm and the new market complex.

Private sector funding for Forge Island totals around £30m. The proposals put forward here for LUF allow for the completion of the Forge Island scheme by providing £2.4m toward the completion of a canal barrier to complete the flood defences.

The Council have committed a total of £26.2m to the regeneration of the town centre.

In June 2021 the Council received Heads of Terms in relation to its Town Deal with a total offer of £31.6m. Of significance to this application is a requested allocation of £9m to acquire sites along the Riverside corridor and redevelop the heritage building which fronts the Riverside, Guest & Chrimes. An additional £4.2m has been requested for the redevelopment of two key sites in the Leisure and Cultural Quarter which will bring forward derelict buildings for redevelopment along Corporation Street.

The £1m Towns Fund Accelerator has also brought about development in the town centre seeing the empty former Primark unit on the High Street demolished and replaced with a pocket park, with an opportunity for future development.

Transforming Cities Fund investment totals £166m in South Yorkshire. This includes the following projects which will all connect to the proposed works in the town centre:

- £ 7.9m providing a cycle route along Sheffield Road between central Rotherham and the brough boundary at Tinsley;
- £ 1.0m contribution to a new footbridge linking Corporation Street to Forge Island; and,
- £ 0.4m contribution to public realm works incorporating a new cycle route on Frederick Street

Evidence of the scale of this support can be found in Appendix 2.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking

infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

Proposals on Corporation Street will include improved footways and crossings for pedestrians, and will also include new cycling infrastructure to separate cyclists from motorised traffic. The detail of how this will be achieved will be subject to further development to provide the best outcomes for pedestrians and for cyclists, and engagement with the local community to ensure this meets local needs. The principle of reallocating road space to achieve this has been tested as an incidental outcome of the council's tranche 1 Active Travel Fund social distancing measures; aside from some maintenance issues relating to the temporary nature of those interventions, these measures are operating well, these have not resulted in any public concern or comment. Public realm proposals at Riverside Gardens will also incorporate a new cycle route in accordance with Government guidance.

Additional bus priority is not presently proposed as part of the scheme in the town centre as traffic congestion is not an issue at this location, and in any event Corporation Street is reserved for buses in the southbound direction already. Measures being progressed as part of Transforming Cities are expected to reduce traffic volumes on Westgate in the interests of active travel, and this includes additional bus-only gates – these measures will help prioritise buses accessing the town centre.

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

Rotherham Town Centre is in a uniquely challenging position. It not only faces challenges common to high streets across the country, but it also experiences intense competition from the close proximity to two large out of town retail sites. Meadowhall is the largest shopping centre in Yorkshire and is located just 2.8 miles to the South. Parkgate Retail Park, offering a wide range of top brand names and over 2,000 free parking spaces, is just 1.4 miles to the North. Retail provision in the town centre has been in decline with many high street names closing; including Marks & Spencer, New Look and Primark.

The 2016 Rotherham Shopper Survey showed that levels of satisfaction with the different aspects of shopping have fallen significantly from 2012, with a notable decline in average spend. Resident feedback also suggests they are choosing not to shop in the town centre due to a lack of choice/variety in retail units, and loss of the big chain stores.

The joint Sheffield & Rotherham Joint Retail & Leisure Study published in February 2017 further reinforces this position, indicating that there has been a fall in national average vacancy rates; with the rate seen in Rotherham being significantly higher. “This is a clear sign of the fragility in the health of the town centre”. Footfall figures in the Town Centre have consequentially significantly declined, falling by 15.8% over the past two years compared to a UK wide fall of 3.6% as shown below.

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

Various data sources have been used to contextualise the scale and significance of local problems, issues, and opportunities occurring in the Westgate area of Rotherham. These include the following:

- Data on commercial property vacancy rates in the town centres are monitored by Rotherham MBC. As of September 2020, vacancy rates in the town centre include over 31% of ground floor units and 25% of floorspace.
- Evidence of problems and issues in Rotherham town centre were identified through the comprehensive town centre masterplanning process during 2017 involving urban designers White Young Green. The masterplanning process utilised extensive consultations and workshops with various stakeholders, including town centre business occupiers.
- Data on local labour market performance including unemployment and worklessness is sourced from the ONS/NOMIS for the Rotherham MBC area as a whole. Issues that are particularly relevant to the strategy for the town centre are linked to a deficit of local employment opportunity, i.e.:
 - Around 16,000 households (19.2%) in Rotherham are workless, compared to a regional average of 15.0% and a national average of 13.9%.
 - There are estimated to be 9,000 currently economically inactive working age residents of Rotherham who would like to work, which is a rate of 28.4%. This is a significantly higher proportion compared to regional (21.1%) and national (22.6%) averages.
- Crime is a major issue in the town centre, as attested by evidence of business and other surveys and through consultations. Data on local crime levels has been obtained from UKcrimestats.com updated on a monthly basis. Over the 12-month period to April 2021, a total of 4,874 crimes were reported within a 1-mile area of the proposed LUF intervention area in Rotherham.
- Evidence on market demand for commercial and residential market evidence in the town centre is based on current and recent property market intelligence, including data on recent sales values, rental levels and yields for different property segments from the Co-Star and EGi data sources as well as logs of current property requirements for various market segments, including residential, retail, commercial leisure, and office markets.

- Data on vehicle traffic, and pedestrian and cyclist movements into and around the town centre is collected regularly by Rotherham MBC.
- Rotherham has been impacted by two major flood events in the past 20 years, and there is an extensive data on the economic, business, and social impacts of flood-risk problems affecting the town centre. A brief summary of the experience of the flood events of November 2019 are highlighted in Section 5.2a below.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

Some data and evidence are specific to the outputs that are proposed for inclusion in the intervention strategy. For example, the size of the public realm areas that are expected to be delivered by the strategy has been extracted from the designs for masterplan strategy, or from project specific designs.

However, there are several types of benefits where the area of intervention extends slightly outside this boundary. These are as follows:

- Crime reduction: in line with the guidance provided by MHCLG for the FHSF programme, the area of influence for reduced crime and Anti-social behaviour that is expected to be generated by proposed interventions extends to 1 mile from the centre of the LUF intervention area. Data on crimes occurring over the 12-month period up to April 2021 was sourced from www.UKcrimestats.com.
- Land Value Uplift in the wider area: the area of influence for LVU in the wider area – for both residential and commercial properties – includes a buffer beyond the red line edge of the LUF intervention area.
 - Data on the number of existing residential properties within the relevant area was estimated using in-house data held by Rotherham MBC.
 - Data on the expected short-term pipeline of new residential developments in the same area is based on data held by the Rotherham MBC planning and regeneration teams
 - Estimates of the number and current value of commercial properties within the relevant area was estimated using data extracted from the Co-Star and EGI commercial property databases.

5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

The Westgate area of Rotherham is increasingly vulnerable to significant flood events. For example, an event in November 2019 resulted in 16 residential properties and 262 commercial properties suffering internal flooding, with many

others suffering disrupted access, 5 strategic highways were closed, disruption to utilities and transport infrastructure (e.g., the rail and tram/train network was disrupted with 2 stations closed) and many more businesses were prevented from trading. The longer-term threat of increasing flood risk is a potential deterrent to business investment and the potential for businesses to relocate away from the area. Rotherham MBC has worked closely with partners including Sheffield City Region and the Environment Agency to develop a cost-effective strategy to alleviate flood risk, with costs identified using engineering experts and benefits identified and quantified using methodologies and models approved by DEFRA.

With respect to transport and accessibility benefits, the proposed LUF intervention is part of a wider accessibility strategy for the town centre. The approach to assessing benefits has been derived with reference to previous national benchmarking studies, considering a large number of public realm and pedestrian accessibility improvement schemes including: Preston, Sheffield, Coventry, Bristol, and Newport. Key success factors identified in this National research aligns closely with the design principles for the improvements proposed in Rotherham including better access to public transport, increased high quality public space, improved legibility, distinctive character areas, high quality and distinctive street furniture. The approach taken here also takes into account the fact that there will be a new development as a key attractor at Forge Island rather than improving public realm in isolation of such a significant development. The approach to modelling accessibility and transport-related benefits is fully compliant with Webtag guidance, and takes into account factors such as effects on accident risk, air quality, carbon generation, and infrastructure maintenance cost savings.

Impacts on Amenity Value have been modelled using the areas of new public realm identified through the masterplan process and site-specific outputs and unit values identified by the MHCLG Appraisal Guide using a 2021 price base.

A further source of benefit is an expected reduction in levels of crime and anti-social behaviour in the town centre. The justification for the anticipated reduction is from improved design of public realm, increased natural surveillance from a growing town centre residential population and enhanced town centre management. Crime reduction benefits have been estimated using the methodology provided by MHCLG in the FHSF bidding process.

In terms of quantifying impacts, a spreadsheet model has been developed that yields a wide range of quantifiable outputs, many of which are capable of monetisation for inclusion in the BCR calculation. Further details of this model are provided in the response to section 5.2b below.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

An economic impact model LUF intervention has been constructed as a discounted cash flow of costs and benefits over a 30-year appraisal period.

The proposed LUF intervention would contribute towards reducing the risk of river flooding to 76 residential properties, 386 businesses, 5 strategic highways, the

heavy and light rail network, utility networks, and community infrastructure. Estimates of the potential value attributable to the alleviation of the threat of flooding have been estimated as amounting to a safeguarding Gross Value Added (GVA) worth £127 million (2021 prices) in Present Value terms to the economy over a 100-year appraisal period. In addition, there would be expected to be a £50m reduction in flood risk management costs as a result of the implementation of the scheme. All costs and benefits have recently been identified in the technical notes preceding an external study commissioned from Pell Frischmann Ltd by Rotherham MBC.

These estimates have been used in turn as inputs into the economic impact model for the LUF intervention, focusing on a shorter (30 year) appraisal period. Apart from potential annual public sector management cost savings, the focus of the model is on the protection of Exchequer income from safeguarded economic activity. The scale of annual savings has been estimated based on the long-term ratio of GDP to Exchequer receipts based on data published for the UK by the OECD.

Benefits relating to expected changes in pedestrian and cyclist movements after provision for enhanced cycle routes and pedestrian infrastructure have been modelled using the Active Mode Appraisal Toolkit (AMAT) developed by DfT. Inputs to the model have included local data (e.g., data from auto-counters on key routes in the town centre), data from the National Travel Survey and assumptions derived from TAG and literature review evidence.

A wider set of project-related benefits have been included in the model, in each case using methodologies consistent with established best practice and Government guidance.

- Gross and net floorspace areas derived from commercial development expected to occur in the strategy intervention area have been used as the starting point to estimate gross employment creation potential. The gross job numbers from the model have in turn been used to produce monetary estimates of '*jobs made more accessible*' following the proposed intervention, using the method recommended by MHCLG.
- The model also quantifies benefits such as Wider Area LVU covering existing commercial and residential properties located in the town centre also using a method recommended by MHCLG as part of the FHSF programme.
- The model also covers estimated benefits associated with expected reduced levels of crime and anti-social behaviour in the town centre. The approach is the same as recommended by MHCLG as part of the FHSF programme, coupled with up-to-date local crime data from UKcrimestats.com. Assumption regarding displacement, attribution, value of benefits and duration of effects have all been sourced from MHCLG guidance provided during the FHSF bid process.
- Enhanced amenity value from new public realm was quantified the methodology recommended by the MHCLG Appraisal Guide.

5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

The expected financial costings for projects included within the bid have been developed by Rotherham Council and reviewed by Edge PS Cost Consultants and Project Managers.

Costs have been developed in present day terms assuming a mid-point of construction of Q2 2023. The costings take account of expected levels of building cost inflation over the expected development period. Project costings assume a single phase of construction, and are based on cost information obtained from BCIS, Spons and in-house benchmarks. Land costs and values have been identified by the Council's Assets Team, experienced and qualified estate surveyors.

The bridge proposed for the Riverside to Guest & Chrimes crossing was costed by Arup in the information for the Town Investment Plan for the Town Deal in 2020 and includes a 10% contingency as well as optimum bias 44%.

A collaborative Council, Consultant and Contractor design team have developed the detailed design for the Canal Barrier (and its adjacent ancillary works) and currently are in the process of obtaining the 3rd Party approvals that will facilitate its construction in 2021/22. The construction works are a largely sequential programme starting in August 2021 and the programme relies on a closure of the canal between 4th January 2022 and 18th March 2022. To assess the costs of the Canal Barrier, the Contractor has developed an initial cost estimate based on this programme and the project team has then developed this further to take account of project related costs. This gives an overall estimate which includes a sizeable allowance for risk.

Cost estimates for the proposed civil engineering works excludes allowances for VAT, NHBC Insurance, Planning Fees and pre-contract Professional Fees.

Civil engineering cost risks have also been factored into the costings. The specific allowance made for cost risk on Public Realm related projects is 10%, which amounts to a total financial allowance of £0.764 million.

The profiling of project costs in the Economic Case is consistent with those set out in the Financial Case: this profiling has been developed by the Council based on advice received from the masterplanning team, with inputs also from key local stakeholders.

However, the Financial Tables refer to expenditure on flood risk alleviation occurring prior to 2021/22. This expenditure amounts to just under £3.47 million, which includes contributions from Rotherham MBC, Sheffield City region and the

Environment Agency. For the purposes of the Economic Case past expenditure is treated as a sunk cost and is excluded from the estimation of project Net Present Value.

Proposed project expenditure by project is as follows (totals may not sum exactly due to rounding of decimals):

Project element	Cost £m (undiscounted)	PV at 3.5% (£m)
Forge Island Canal Barrier	3.816	3.797
Forge Island Gateway	12.255	11.665
Public realm & connectivity	5.929	5.582
Southern Gateway	11.180	10.548
Strategic acquisitions	1.629	1.585
Totals	34.810	33.178

Overall project costs identified by the Financial Case are expected to amount to £34.810 million (excluding past expenditure on flood alleviation works).

Future project costs have been converted to a present value using a discount rate of 3.5% per annum in accordance with the guidance found in the Green Book and MHCLG Appraisal Guide.

When discounting is applied, the Present Value of these costs is estimated to amount to £33.178 million.

Optimism bias has also been factored into the assessment. Given that the proposed project has been costed in detail by appropriately qualified experts, an additional allowance adjustment for optimism bias amounting to 15% of expected project costs requiring public sector funding (LUF plus other public sector co-funding) has been made.

5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

The following categories of economic benefits have been included in the estimation of VFM associated with the proposed intervention strategy for the Westgate and Riverside areas of Rotherham town centre supported by the LUF.

Wider Area Land Value Uplift – residential properties. By providing enhanced public realm and encouraging the beneficial re-use of brownfield land, the strategy can be expected to generate positive spillover effects on the value of nearby

residential properties. The expected scale of this effect in gross terms is a 5% uplift in residential land value within the town centre and buffer. However, a 40% attribution rate is also assumed (a typical level found in Wehtag), as well as a Displacement rate of 25%.

- The overall scale of wider area residential property LVU anticipated is £3.267 million p.a. for 10 years. The overall cumulative value of this benefit is £25.364 million in PV terms.

Wider Area LVU – commercial properties. The potential for wider area uplift for commercial properties in the town centre has been similarly assessed, using data on current values and numbers of properties sourced from Co-Star and EGI.

- The overall scale of wider area commercial property LVU anticipated is £3.545 million p.a. for 10 years. The overall cumulative value is £27.524 million in PV terms.

Public amenity value. The benefit associated with amenity enhancements from improved public realm have been estimated by calculating the area (0.89 hectares) expected to benefit from improved public realm in town centre and converting this area to a financial value using a method consistent with the MHCLG Appraisal Guide. This amounts to a current value of approximately £108,000 per annum. This stream of benefits is assumed to occur over a 10-year period discounted at 3.5% p.a. The cumulative value is £0.838 million in PV terms.

Crime and anti-social behaviour. Benefits associated with the potential for reduced levels of crime has been estimated in a manner consistent with MHCLG guidance. The method used includes standard assumptions for annual reduction (1%), displacement (75%) and the average cost of crime (based on the value identified by MHCL in the FHSF guidance, updated to 2021 prices). This methodology results in an annual reduction in crime worth around £15,400 per annum in current terms occurring over 10 years. The cumulative value is £0.120 million in PV terms.

Jobs made more accessible. The value of jobs made more accessible has been calculated using a methodology fully consistent with MHCLG guidance issued for the FHSF. The starting point is the estimation of the potential for gross jobs associated with new commercial and leisure floorspace that is expected to be developed on Forge Island, as well as jobs in commercial floorspace in the surrounding area that will be safeguarded by flood risk alleviation works proposed to be funded through the LUF. Gross job estimated have been calculated using floorspace densities provided by the Homes England *Employment Density* guide. The result of this estimation is a gross job count of 541. Of these, 10% are assumed to be taken by labour market entrants or re-entrants, whilst the welfare impact is assumed to be 40% (based on Wehtag guidance). The annual value generated by the jobs is estimated using ONS average GVA per worker data (2018) updated to current prices using HMT GDP price deflators. This methodology results in an annual value of jobs made accessible worth £0.987 million per annum occurring over 10 years. The cumulative value is £7.663 million in PV terms.

Flood Risk Alleviation. Benefits from investment in flood protection in the town centre is expected to generate Exchequer benefits worth £1.46 million p.a. in gross terms. (This estimate is based on the estimated annual of GVA safeguarded, converted into an estimate for Exchequer income based on the UK's 2019 GDP/tax ratio). A proportion of this annual benefit that is included in the appraisal, based on the share of the overall scheme cost that is sought from LUF plus associated match funding for this phase of work. The overall cumulative PV of this benefit is £4.624 million.

A similar approach has been taken in estimating future public sector flood management expenditures that would be saved if the flood risk alleviation measures are fully implemented. The overall cumulative PV of this saving is £5.517 million.

Transport benefits. Transport-related benefits associated with increased levels of pedestrian and cyclist use following improvements in accessibility have been estimated by Rotherham MBC using the DfT's AMAT toolkit. The overall PV of these transport benefits is estimated to be £11.181 million.

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated ie a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The overall value for money of the proposed intervention has been calculated in a way that is fully consistent with MHCLG requirements for regeneration programmes such as the Future High Street Fund and the Towns Fund. The formula used to calculate the BCR is as follows:

- (Present Value of expected Benefits minus Present Value of expected Private Sector Investment) divided by the Present Value of expected Public Sector Costs.

The estimation of the Present Value of expected Public Sector Costs includes an allowance for Optimism Bias, taking account of both LUF investment and public sector co-funding.

The following table provides the summary results of the proposed LUF intervention and associated strategy for Rotherham Town Centre.

Rotherham Town Centre LUF Bid: Summary of costs and benefits

	Present Value, 2021/22 prices (£millions)
Benefits for BCR	
Wider area LVU – residential	25.364
Wider area LVU – commercial	27.524
Amenity value benefits	0.838
Crime reduction benefits	0.120
Benefits of jobs made more accessible	7.663
Public revenues associated with alleviated flood risk	4.624
Savings in future flood risk management costs	5.517
Transport benefits	11.181
Total benefits for BCR	82.830
LUF cost	18.630
Co-funding – public sector	14.548
Total public sector cost (i.e., LUF + public sector co-funding)	33.179
Optimism bias adjustment for public sector co-funding	4.977
Overall public sector costs (i.e., LUF + public sector co-funding + optimism bias)	38.154
Private sector and third-party funding	0.000
BCR (PV Benefits – PV private sector costs)/(PV Public sector costs)	2.171

Overall benefits have an estimated present value of £82.830 million, whilst overall public sector costs (including optimism bias) have an PV of £38.154. There are no private sector costs that need to be netted off the benefits. The overall BCR is therefore 2.171.

The proposed project is expected to generate a strong ratio of benefits compared to costs. The central BCR for the project is calculated to be 2.171, which is greater than the minimum ratio of 2.0 which is often used by Government as guide in public investment decision-making for infrastructure and regeneration projects.

On that basis, the proposed investment of LUF resources into the regeneration strategy for Rotherham town centre can be expected to generate a high level of value for money.

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

The proposed interventions have the potential to safeguard considerable numbers of jobs in Rotherham Town Centre. When added together, the leisure development on Forge Island and the business premises in the surrounding area have a gross employment hosting potential amounting to just over 540 jobs: these estimates are based floorspace areas identified by the Forge Island scheme, plus the known floorspace of business premises in the nearby area. Estimates of jobs safeguarded have been estimated using standard methods of converting gross floorspace figures into estimates for net internal floorspace and normal employment densities consistent with the guidance provided by the latest version of the HCA/Homes England *Employment Density Guide*.

The generation of the estimated numbers of gross jobs as set out above also has the potential to boost the generation of economic output (GVA) in the Rotherham economy in gross terms by approximately £26.7 million per annum.

The construction phase of the intervention strategy also has the potential to support construction phase employment both directly and indirectly (i.e., through supply chain activity and construction workforce local expenditure). The number of direct jobs expected to be required to deliver the construction phase of the scheme is expected to amount to around 95 person years of employment.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

Market risk, analyse the impacts of Covid, Brexit on resource/service availability, cost and programme implications.

Land Strategy, initial valuations prepared considering various acquisition options. Initial discussions with some landowners have taken place however some are yet to be approached formally.

Planning, early engagement with planning authorities required. Resource will be allocated to facilitate associated design and Project Management services from application submission date. Undertake pre-application where required.

Live environment working, operational needs with consultation with business occupiers / review of public interface to provide an outline access / egress / protection strategy to be developed and reviewed within the construction procurement and construction delivery phases.

Ground remediation may be required to ensure that ground is safe and schemes are deliverable. Therefore, we have included a sensible sum within the Budgets. Assumptions have been made regarding ground treatments (grubbing up / clearance etc.)

Flood risk, commission relevant surveys and management strategies for those areas at risk of flooding.

Funding, delayed grant award decision. Time pressures resulting from a late grant award will impose significant pressures on the project plan. Risk that all the funding required to complete the schemes as planned is not secured.

The costings for the proposed interventions include appropriate allowances for contingency and project management resources to deliver efficient and effective management of the programme.

A full risk register is included at Appendix 4.

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

In total the projects included in this bid are valued at £38,279,073.

The total ask from the LUF is £19,549,059. Of this £8,508,178 is attributed to the Leisure and Cultural Quarter and £11,040,880 to the Riverside Residential Quarter.

A total of £18,730,073 is identified in match funding. This is secured and provided through a combination of Town Deal, Local Growth Fund, Rotherham Borough Council, Future High Streets Fund and Transforming Cities Fund.

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

See Appendix 6

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e.

Yes

No

<p>letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an <u>independent</u> valuer to verify the true market value of the land.</p>	
<p>6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)</p>	
<p>There are no funding gaps associated with this application.</p>	
<p>6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)</p>	
<p>The projects put forward have so far secured a range of funding from various sources, including Future High Streets Fund, Town Deal, Local Growth Fund and Transforming Cities Fund as well as Rotherham Council's own contribution.</p> <p>See Appendix 2 for confirmation of match funding.</p>	
<p>6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)</p>	
<p>The costs included within this bid incorporate the following margins and contingencies;</p> <ul style="list-style-type: none"> • Main contractor overhead and profits incorporated at 6% - This is aligned with current market conditions based upon experience of recent tender returns for work of a similar nature. This has been applied to the construction costs including preliminaries. • Risk allowance - This has been incorporated into the costs at a minimum of 10% applied to the construction costs. The risk allowance is considered reasonable and proportionate to the current project stage/ status. 	
<p>6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)</p>	
<p>An initial risk register has been developed and included within this bid. Collaboratively, with input from the whole team, the risk register will be further developed as the project progresses and this will evolve into a detailed risk register identifying financial and non-financial risks and mitigation strategies relating to budget, cost, quality and programme.</p>	

The risk allowance included within the costs presented will be integrated into the risk management processes as the design develops through the RIBA work stages including throughout the construction period. The risk register and risk allowances will be continually monitored and revisited as the project progresses. This will ensure the risk allowances are proactively managed alongside the risk register throughout the project lifecycle.

A full risk register is provided at Appendix 4.

6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

A delivery plan and project specific commercial structure has been formulated to reflect the delivery requirements of the LUF and to ensure the long term public sector interest in the schemes are maintained in perpetuity. This approach will see the Council leading all works included in this bid alongside its current committed projects at Forge Island, Riverside and Corporation Street.

For the public realm, bridge and highways works the Council will appoint suitable contractors for delivery through its existing frameworks. This approach replicates the successful delivery method currently in place for the Rotherham town centre works which are now underway and allows projects to be expediated ahead of the LUF announcement.

Acquisitions will be managed by the Council in house with external expertise where necessary.

This approach sees the risk sitting primarily with the Council.

Delivery of projects will be undertaken in accordance with the Public Contracts Regulations 2015 (as amended), and the Council's own Financial and Procurement Procedure Rules.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.

- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals eg Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

A comprehensive delivery programme and accompanying spend profile is provided in Appendices 3 and 6.

This programme is formed around the commercial structure for project delivery as described in 6.2.

To ensure spend within 2021/22 period the Council will pursue a number of tasks ahead of the LUF announcement. Negotiation of the various parcels of land will continue to be progressed, and there will be an element of the Council spending at risk.

The main spend identified for 2021/22 the Canal barrier is already at an advanced stage with planning permission acquired RB2019/1553, commencing on site in July with works having to take place during a prearranged winter stoppage approved by the Canal & Rivers Trust. The majority of this spend will therefore be incurred before the 31st March 2022.

Design work relating to the Leisure and Cultural submission is already underway with this expected to continue until June 2022. The table below provides an overview of the broad timelines for each area and more detail can be found in Appendices 3

Stage	Leisure & Cultural		Riverside Residential	
	Start	End	Start	End
Design	Sep 2020	Jun 2022	Sep 2021	Sep 2022
Acquisition	Mar 2022	Oct 2022	Sep 2021	Oct 2023
Procurement	Apr 2021	Oct 2022	Apr 2022	Sep 2022
Construction	Aug 2021	Feb 2024	Jun 2022	Feb 2024

The interventions proposed will be managed by the Council's Regeneration, Development and Investment Office, in line with the Council's project management framework. This team has a wealth of experience of delivering projects of this nature and support will be provided by the Council's Assets teams in the form of Estates Surveyors who will bring their expertise to the acquisitions of the land

identified, and the Building Services and Landscape Design teams who, with the support of external consultants will design and deliver public realm works.

External consultant support will be required to complete the designs for the bridge and this is reflected in the programme with a 13 month design process.

Stakeholders are considered to be local business operators, residents and ward members, all of whom have been consulted in the development of this bid and previously in the formation of the Neighbourhood and Local Plans. Consultation on design development will continue as the projects develop. Landowners and those operators directly affected by the proposals will be kept close to the projects. Early negotiation with landowners has already taken place.

There are currently no planning permissions in place other than for the canal barrier, although consultation has taken place with the Local Planning Authority. Achievement of Planning will be one of the first tasks post submission and prior to the grant being announced.

6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register): <ul style="list-style-type: none"> • the barriers and level of risk to the delivery of your bid • appropriate and effective arrangements for managing and mitigating these risk • a clear understanding on roles / responsibilities for risk 	
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As part of the ongoing LUF project validations the consultant team in partnership with development end users and RMBC specialist services representatives (Planning, Finance, Assets, Delivery & Community Coordinators) carried out open contribution Risk Profile Review Meetings. The purpose of these meetings was to identify key risks associated with the specific bid and then each project within the bid.

The Risk Register is the record of that meeting, noting any risks identified by the contributors, notably:-

- Risk detail
- Identification of what element of the project the risk has potential to effect
- Pre-Contract control
- Mitigation required to control risk during project development phase
- And if required resultant risk control measure required during project live period.

By identifying the full spectrum of project risk associated with design, cost, funding, environmental, community expectations, communications strategies and

procurement we have been able to identify key management objectives to manage the risks in accordance with the time scales required.

To consider just a few of the key points:

Procurement – almost all attendees have a heightened awareness of current procurement challenges. From the supply of simple materials to securing specialist professional services. In every situation we can mitigate the risk with considered project planning, early engagement with design development and a proactive collaboration between RMBC delivery resource and external consultants.

Programme – assuming an Autumn grant decision date and the need to meet the spending criteria for March 2022 there is significant pressure on creating effective project starts given that typically, RIBA stages 2 to stage 4 can take up to five months in preparation for contractor tender periods. Early engagement with consultant team elevates the feasibility and concept design to “Tender ready” packs which can be coordinated with local authority planning, community liaison, engagement with third party investors. Secure land purchase deals to be more advanced for contractor tenders late Autumn and consequently effective project start Feb / March 2022.

The LUF Application Risk Registers are a key tool for the successful advancement of the projects detailed within them. Respectful of individual project needs, stake holders and professional team members take ownership of the document to advance it specifically for each project. Reviewing and updating frequently to monitor the changes to the risk profile and plan for the appropriate mitigations. Information contained within this document will shape the approach to community communications, design scope, method of procurement, financial management strategy, engagement with third parties, internal resource and probably most importantly, will provide the action plan for all professional service to take responsibility for specific risk on an agreed time line.

6.3f Has a risk register been appended to your bid?	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

The Council's RiDO team is made up of experienced individuals who have overseen the delivery of early interventions within the town and are supported by qualified colleagues in planning, highways, engineering, and landscape design. The Council has and will continue to bring in additional or specialist support when and where required.

The Council/RiDO has overseen the delivery of the first phase of flood works on Forge Island, 320m of flood wall and public realm £3.2m, and the design and planning of the second phase of works.

Primark – The Council is also on site with delivery of the ‘Town Deal Accelerator’ project. This includes the demolition of the former retail unit at 9-13 High Street

which is nearing completion, alongside the delivery of a landscape led scheme to be followed by a residential led redevelopment in the future.

Acquisition and demolition of Riverside Precinct and Chantry Buildings, undertaking appropriate remediation works as part of enabling works for the Forge Island scheme.

Substantial Town Centre public realm improvements including the first phase of works, a £2.2m investment utilising a combination of Council and external resource to design and construct a package of public realm improvements, across key strategic areas, to help improve the function, aesthetics, and linkages into and across the core of Rotherham town centre. This is ongoing with further design and planning for phase 2 and 3, consisting of a further £4.7m of investment.

Markets Library - The Design Team consists of suitably qualified built environment officers with a demonstrated track record of delivering large scale public construction projects.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

As Strategic Director of Finance and Customer Services I have responsibility for the administration of the financial affairs of the Council. I can confirm there is a framework of financial control operational in Rotherham Metropolitan Council. Rotherham Metropolitan Council maintains accounting records which disclose with reasonable accuracy, at any time, the financial position of the Local Authority. I am also responsible for an appropriate framework of budgetary monitoring and reporting that ensures budget management is exercised within annual cash limits as delegated to authorised officers of the Council.

6.4 Monitoring and Evaluation

See technical note Section 4 and Table 1 for further guidance.

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

The Accountable Body for expenditure of LUF resources will be Rotherham MBC. The Council's regeneration project management team has the capacity and skills that are required to monitor the LUF programme against expected milestones, outputs, and outcomes. This will be undertaken during the delivery of the programme and will be reported to the LUF Senior Responsible Officer and Assistant Director Planning, Regeneration & Transport.

The Strategic Director for Regeneration and Environment will be the Budget Holder for the projects that make up the LUF intervention programme with overall management responsibility for budget monitoring and administration.

Project Managers (PMs) will have day to day responsibility for ensuring financial control of project budgets and ensuring fully compliant systems are in place, utilising the financial information from the Council's General Ledger and Procurement System, which brings together all income and expenditure, orders raised, and invoices paid.

PMs would check expenditure has been defrayed and collate all supporting documentation. Projects included in the Council's approved Capital Programme are monitored using the Council's electronic monitoring system. Quarterly budget positions on the Capital Programme are reported at Full Cabinet, where they can be scrutinised by Councillors and the public.

The systems put in place to monitor programme delivery are based on effective methods used previously for managing and monitoring EU funded projects and programmes and are based on robust methods applied and approved by External Audit.

Approach to Monitoring & Evaluation

M&E of LUF will use the monitoring structure has been developed by Rotherham Council successfully used for the delivery of the Town Centre Masterplan including the Future High Street Fund and Towns Fund projects. LUF projects will benefit from a continual process of M&E with detailed scrutiny and regular reporting to the Council's Housing and Regeneration Programme Board. Evaluation will include examining the project's progress and continued capacity to meet demands against cost effectiveness and value for money, design, accessibility, energy efficiency and environmental improvements during delivery and after completion.

To further strengthen the M&E framework it is proposed, following conformation of an award, that the Council will appoint (through competitive tendering) appropriately experienced experts to design and implement an independent programme evaluation framework. It is expected that this process would require a multi-disciplinary team including regeneration consultants, property advisers, and market researchers.

- Regeneration consultancy expertise would be required to evaluate the success of the intervention in effecting lasting change to the town centre demography, business base, and residential, leisure and retail markets
- Property expertise would be required to assess the impacts on commercial and residential capital values, rents and yields

- Market research expertise would be needed to monitor user and occupier perceptions as well as general perception of the Rotherham town centre among the boroughs resident , and to monitor changes in these perceptions over time.

It is proposed that an interim evaluation undertaken at around the mid-point of the LUF investment programme. The focus of this evaluation would be to monitor progress on expenditure and emerging evidence of impact, including the synergy and added value delivered to the FHSF and Towns Fund interventions. There would be an emphasis on identifying any issues with delivery and performance to enable appropriate adjustment to programme and project management and delivery mechanisms (if these are necessary to advisable) to ensure maximum success of the second half of the delivery programme.

A final evaluation would be undertaken at the end of the programme to enable estimates of overall impacts, recommendations for the consolidation, and to identify good practice and potential lessons for future regeneration strategy.

KPIs and Data Monitoring

Performance against financial targets (expenditure, co-investment) would be monitored by the Council through the governance and project oversight structures described above.

Project output targets have been established at the bid design stage for each project included in the bid. Assuming a successful bid, the project output targets will be included in a project output monitoring framework and progress towards targets will form a key part of the supervision and oversight process.

Proposed KPIs include the following project level outputs:

- Number and sqm of new commercial units created or converted from redundant retail space.
- Number of new residential dwellings constructed or converted from redundant commercial space.
- Number of affordable dwellings.
- Number and sqm of upgraded heritage buildings.
- Ha of abandoned/dilapidated brownfield land prepared or enhanced for development.
- Flood protection
- Sqm of new public realm or events space provided or enhanced
- New or enhanced footpaths/cycleways (metres)
- Trends in recorded town centre footfall
- Trends in the number and area of vacant commercial premises

The monitoring of the impact of LUF expenditure would focus on a hierarchy of phased targeted outcomes, including the following:

- **Short term** (1-2 years): Progress towards delivery of outputs; changes in the number of town centre users (monitored by pedestrian footfall data); the vacancy rate of commercial properties; and the estimated value of construction investment in commercial and residential properties in Rotherham Town Centre.

- **Medium term (3-4 years):** Continued progress and completion of project outputs; footfall data; vacancy rate data; value of construction investment in; the business population; number of dwellings in the LUF intervention areas; numbers of jobs located in town centre businesses; crime levels within a one-mile radius of the town centre.
- **Longer term (5+ years):** As well as continued monitoring of medium-term data, the focus of monitoring over the longer term would include trends in commercial and residential property values; other commercial property data (rents & yields) and public perceptions of the attractiveness of the town centre from survey data.

Monitoring data will be obtained from a variety of sources, including business and resident surveys, electronic footfall counting to understand footfall and destination points, car park data, annual on-site vacancies, and surveys of town centre occupiers.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

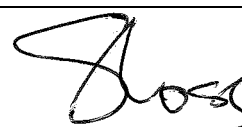
As Senior Responsible Owner for Rotherham Town Centre I hereby submit this request for approval to UKG on behalf of Rotherham Metropolitan Borough Council and confirm that I have the necessary authority to do so.

I confirm that Rotherham Metropolitan Borough Council will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name:

Simon Moss

Signed:



7.2 Chief Finance Officer Declaration

As Chief Finance Officer for Rotherham Metropolitan Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Rotherham Metropolitan Borough Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

Name:

Judith Badger

Signed:



7.3 Data Protection

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data

collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

Annex A - Project One Summary (only required for a package bid)

Project 1	
A1. Project Name: Rotherham Town Centre Leisure & Cultural Quarter	
A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
The leisure and cultural quarter is a major contributor to the diversification and future sustainability of the town centre providing a 24 hour attraction. Works are underway to deliver the Forge Island project and the Council has recently secured funding to redevelop derelict and underused buildings on Corporation Street. The LUF will contribute to this work by completing works to the canal barrier. It will also create a gateway between Forge Island and Corporation Street by acquiring property which currently blocks passage between the two developments. The Riverside Walk will be delivered opening the river up to the surrounding developments.	
A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
The Leisure and Cultural Quarter is situated in the centre of Rotherham town centre and spans the River Don. Incorporating the Forge Island development and across the river Corporation Street it extends across Main Street to meet the new Riverside Residential Quarter.	
A4. OS Grid Reference	SK42634 92943
A5. Postcode	S60 1QE
A6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input checked="" type="checkbox"/> Cultural investment
A9. Value of capital grant being requested for this project (£):	£8,508,178

A10. Value of match funding and sources (£):	£11,032,306 (FHSF, Town Deal, TCF)
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A11. Value for Money

This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis.

There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word

The impacts expected to be delivered by the Leisure and Cultural Quarter project are of the same type described in Section 5 above, including Land Value Uplift, Amenity Value, crime reduction benefits, flood risk alleviation benefits, transportation benefits, etc. The mechanisms through which these benefits would be delivered are also explained in Section 5.

The table below provides a quantified summary of the Benefits expected to be delivered by LUF investment and associated co-funding in the Leisure and Cultural Quarter specifically.

Summary of LUF benefits: Leisure and Cultural Quarter

	Present Value, 2021/22 prices (£millions)
Benefits for BCR	
Wider area LVU - residential	11.710
Wider area LVU - commercial	12.707
Public amenity value	0.387
Reduction in crime and anti-social behaviour	0.055
Jobs made accessible to labour market re-entrants & new entrants	3.538
Public revenues safeguarded by flood risk alleviation	4.624
Public management costs saved by flood alleviation works	5.517
Transport benefits	3.354
Total benefits for BCR	41.893

The total value of expected benefits to be delivered by the Leisure & Cultural Quarter project amount to a Present Value of **£41.893 million**.

A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

The total value of expected benefits to be delivered by the Leisure and Cultural Quarter project amount to a Present Value of £41.893 million.

The present value of the LUF resources being bid for to enable this project amounts to £8.169 million. In addition, an allowance for optimism bias to a value of £1.225 million is also made with respect to LUF funding.

The present value of public sector co-funding for this project amounts to £7.294 million. An allowance for optimism bias to a value of £1.094 million has also made with respect to other public sector co-funding.

There is no private sector co-funding to account for in the BCR calculation.

A13. Where available, please provide the BCR for this project

The formula used to calculate the BCR for the proposed Leisure & Cultural Quarter investment is:

- (Present Value of expected Benefits minus Present Value of expected Private Sector Investment) divided by the Present Value of expected Public Sector Costs.

Inserting the present values for benefits and the various costs noted above yields the following BCR result for the Leisure & Cultural Quarter project: **2.36**

A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

Additional benefits not included in the BCR for the Leisure & Cultural Quarter project but that are worth highlighting include:

- Safeguarding of large numbers of existing jobs in the area currently most affected by flood risk in Rotherham town centre
- Reputational benefits for Rotherham and avoidance of the risk of businesses most at risk of

	<p>flooding relocating away from the area</p> <ul style="list-style-type: none"> • Construction phase employment benefits amounting to around 50 person years of employment.
<p>A15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>Planning - Coordinate with Planning authorities regarding implications of highways alterations, ongoing coordination with RMBC transport division for effective solutions within the current budget.</p>	
<p>A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>A17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>A18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>A19. Please provide evidence</p>	<p>Although the project could be delivered alone it is more impactful as part of a package of interventions.</p>
<p>A20. Can you demonstrate ability to deliver on the ground in 2021-22.</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>A21. Please provide evidence</p>	<p>The Canal barrier has planning permission RB2019/1553 and a tender process run under the YORhub framework for both a Consultant (appointed Apr2020) and a Contractor (appointed Oct2020). Start on site expected July 2021 with works having to take place during a prearranged winter stoppage agreed by the Canal &</p>

	Rivers Trust for winter 21/22. Consultants Tetra Tech have been procured to undertake design work on the Forge Island Gateway scheme starting summer 2021.
Statutory Powers and Consents	
A22. Please list separately each power / consents etc. obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	The Canal barrier has planning permission RB2019/1553.
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	There are no further consents in place for the works specified in this bid

Annex B - Project Two description and funding profile (only required for package bid)

Project 2	
B1. Project Name	Rotherham Town Centre: Riverside Residential Quarter
B2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
The Riverside Quarter will bring 24 hour use to the town centre through the creation and a new residential community. The area has been dominated by industrial uses and derelict buildings until the Council intervened by bringing forward new residential developments which are now on site. The LUF will contribute by connecting the area more comprehensively to the town centre and to the Eastern side of the River Don via a new pedestrian bridge. Further land acquisition will also be delivered to continue this step change in the town centre.	
B3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
The Riverside Residential Quarter is adjacent to the Cultural and Leisure Quarter and runs along the Westgate to Sheffield Road corridor. The River Don runs the length of the corridor. It is an integral part of the town centre.	
B4. OS Grid Reference	SK42744 92521
B5. Postcode	S60 1BJ
B6. For Counties, Greater London Authority and Combined	

<p>Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)</p>			
<p>B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.</p>			
<p>B8. Project theme Please select the project theme</p>	<p><input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment</p>		
<p>B9. Value of capital grant being requested for this project (£):</p>	<p>£11,040,080</p>		
<p>B10. Value of match funding and sources (£):</p>	<p>£7,697,708</p>		
<p>B11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>			
<p>The impacts expected to be delivered by the Riverside Residential Quarter project are of the same type described in Section 5 above, including Land Value Uplift, Amenity Value, crime reduction benefits, transportation benefits, etc. The mechanisms through which these benefits would be delivered are also explained in Section 5.</p> <p>However, one important difference is that none of the flood risk alleviation benefits covered in Section 5 are included in the assessment of benefits for the Riverside Residential Quarter project.</p> <p>The table below provides a quantified summary of the Benefits expected to be delivered by LUF investment and associated co-funding in the Riverside Residential Quarter project specifically.</p> <p>Summary of LUF benefits: Riverside Residential Quarter</p> <table border="1" data-bbox="209 1921 1366 2031"> <tr> <td data-bbox="209 1921 1198 2031"> <p>Benefits for BCR</p> </td> <td data-bbox="1200 1921 1366 2031"> <p>Present Value, 2021/22</p> </td> </tr> </table>		<p>Benefits for BCR</p>	<p>Present Value, 2021/22</p>
<p>Benefits for BCR</p>	<p>Present Value, 2021/22</p>		

	prices (£millions)
Wider area LVU – residential	13.654
Wider area LVU – commercial	14.816
Public amenity value	0.451
Reduction in crime and anti-social behaviour	0.064
Jobs made accessible to labour market re-entrants & new entrants	4.125
Public revenues safeguarded by flood risk alleviation	0
Public management costs saved by flood alleviation works	0
Transport benefits	7.826
Total benefits for BCR	40.937

The total value of expected benefits to be delivered by the Riverside Residential Quarter project amount to a Present Value of **£40.937 million**

B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

The total value of expected benefits to be delivered by the Riverside Residential Quarter project amount to a Present Value of £40.937 million.

The present value of the LUF resources being bid for to enable the Riverside Residential Quarter project amounts to £10.461 million. In addition, an allowance for optimism bias to a value of £1.569 million is also made with respect to LUF funding.

The present value of public sector co-funding for the Riverside Residential Quarter project amounts to £7.255 million. An allowance for optimism bias to a value of £1.088 million has also made with respect to other public sector co-funding.

There is no private sector co-funding to account for in the BCR calculation for this project.

B13. Where available, please provide the BCR for this project

The formula used to calculate the BCR for the Riverside Residential Quarter project is:

- (Present Value of expected Benefits minus Present Value of expected Private Sector Investment) divided by the

	<p>Present Value of expected Public Sector Costs.</p> <p>Inserting the present values for benefits and the various costs noted above yields the following BCR result for the Riverside Residential Quarter project: 2.01.</p>
<p>B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	<p>Additional benefits not included in the BCR for this project include:</p> <ul style="list-style-type: none"> • Delivery of significant numbers of dwellings in the town centre, thereby helping to provide spending power supporting retail businesses and other service outlets in the town centre • Construction phase employment benefits amounting to around 45 person years of employment.
<p>B15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>Planning - Coordinate with Planning authorities regarding implications of highways alterations, ongoing coordination with RMBC transport division for effective solutions within the current budget.</p> <p>Funding - TCF FBC requires approval.</p>	
<p>B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>B17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input checked="" type="checkbox"/> Yes</p>

	<input type="checkbox"/> No
B19. Please provide evidence	Although the project could be delivered alone it is more impactful as part of a package in interventions.
B20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	Work already undertaken to get the TCF to approved OBC stage can be evidenced. Further work required to gain FBC is underway, alongside traffic regulation, speed limit orders and road hump notices that are required.
Statutory Powers and Consents	
B22. Please list separately each power / consents etc. obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	Statutory permissions for the bridge and public realm works will be sought following initial design works ahead of the funding announcement
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	There are no further consents in place for the works specified in this bid

Annex C – Project Three- description and funding profile (only required for package bid)

Project 3	
C1. Project Name	
C2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
C3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
C4. OS Grid Reference	
C5. Postcode	
C6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
C8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
C9. Value of capital grant being requested for this project (£):	
C10. Value of match funding and sources (£):	
C11. Value for Money	

<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>	
<p>C12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>C13. Where available, please provide the BCR for this project</p>	
<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p>C15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>C17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

C19. Please provide evidence	Although the project could be delivered alone it is more impactful as part of a package in interventions.
C20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	
Statutory Powers and Consents	
C22. Please list separately each power / consents etc. obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
4.1a Member of Parliament support		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	Appendix 1
Part 4.2 Stakeholder Engagement and Support		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	NA	
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	NA	
Part 6.1 Financial		
Have you appended copies of confirmed match funding?	Y	Appendix 2
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. Have you appended a letter to support this case?	NA	
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	Appendix 3
Has a letter relating to land acquisition been appended?	N	The owners of the land referred to in this bid have not yet been formally consulted.
Have you attached a copy of your Risk Register?	Y	Appendix 4
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	Y	Appendix 5

Annex E Checklist for Northern Ireland Bidding Entities

Questions	Y/N	Comments
Part 1 Gateway Criteria		
You have attached two years of audited accounts		
You have provided evidence of the delivery team having experience of delivering two capital projects of similar size and in the last five years		
Part 4.2 Stakeholder Engagement and Support		
For transport bids, have you appended a letter of support from the relevant district council		
Part 6.1 Financial		
Have you appended copies of confirmed match funding		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.		
Part 6.3 Management		
Has a delivery plan been appended to your bid?		
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?		
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.		