# Major Road Network (MRN) and Large Local Majors (LLM) Schemes

# Pre-Strategic Outline Business Case (SOBC) Submission Pro-forma

If an SOBC has not yet been prepared, the following form should be submitted:

* This completed pro-forma.
* Minimum business case requirements as outlined in the MRN and LLM Guidance document (also see the Department’s [Transport Business Case](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/85930/dft-transport-business-case.pdf) Guidance and any annexes/supporting documentation as necessary). Please see: <https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/85930/dft-transport-business-case.pdf>)

For schemes seeking to start construction starting in 2023/24 and 2024/25 an SOBC is desirable, but not required at this stage. If an SOBC has not been prepared for submission this pro-forma must be provided alongside the MRN Regional Evidence Base and scheme priorities. This will inform any decision as to whether the scheme should be progressed.

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

## Basic Information

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| Scheme Name |  |
| STB Region/ Regional Group |  |
| Promoting Authority |  |
| Scheme Location - road name/number and section |  |
| Scheme location - latitude and longitude |  |

## Contact Details

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| --- | --- |
| Please provide a contact **name** from the promoting authority for enquiries relating to this bid: |  |
| Please provide a contact **email** from the promoting authority for enquiries relating to this bid: |  |
| Please provide a contact **phone number** from the promoting authority for enquiries relating to this bid: |  |

## Consultancy Input

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| Please provide the name of any consultancy companies/lead consultants involved in the preparation of the **OBC.** |  |
| Please provide the name of any consultancy companies/lead consultants involved in the preparation of the **modelling** (if different from above). |  |

1. Introduction

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

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1. Development of scheme so far

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

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

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

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| Option Appraisal Report (OAR)  | Y/N |
| Appraisal Specification Report (ASR)  | Y/N |

Please provide any other information in the box below to describe what option development work has been done to date and reference with hyperlinks or attachments. In particular, illustrate why alternative/lower cost/phased options have been ruled out.

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1. **Strategic Case – Problems and Objectives**

Please describe in the box below the problems the scheme is looking to solve and how the scheme can support MRN and LLM objectives (listed below) and key national strategic priorities (e.g. access to international gateways and HS2 connections) in no more than 250 words.

* Ease congestion and provide upgrades on important national, regional or local routes.
* Unlock economic and job creation opportunities, and support rebalancing.
* Enable the delivery of new housing developments.
* Support all road users.
* Support the Strategic Road Network.

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

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1. Economic Case - Value for Money

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

At a minimum this should cover non-monetised costs and benefits. If available also include monetised costs and benefits.

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

If options have been identified please detail the indicative costs and benefits of each, if available. In doing so, please make clear the age and source of the underlying data and any assumptions.

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| Indicative Benefit to Cost Ratio (if available) |  |
| Indicative value for money category |  |

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

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Please outline in the box below any existing transport models available that are likely to be used for appraisal.

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1. **Financial Case**

### Indicative capital cost of scheme

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

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

* The cost of each option if more than one. And please express as a range if necessary.
* Outturn prices but please ensure that the current prices and inflation uplift can be separately identified.
* Please include and separately identify the preparation costs (between OBC and start of construction)
* Please include a reasonable estimate of risk/contingency but do not add an additional optimism bias uplift (reference web-tag guidance if unclear).

The following format would be helpful:

|  | Preparation costs(between OBC and construction) | Land purchase | Constructioncosts | TOTAL |
| --- | --- | --- | --- | --- |
| Base cost |  |  |  |  |
| Risk |  |  |  |  |
| Inflation |  |  |  |  |
| TOTAL |  |  |  |  |

### Affordability (LLM schemes only)

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

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1. Management Case

### Outline Business Case delivery

Please provide in the box below a timeline for the production of OBC.

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

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

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### Outline Business Case Governance

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

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### Scheme Delivery

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

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| Submission of Strategic Outline Business Case (SOBC) |  |
| Submission of Outline Business Case (OBC) (for subsequent milestones assume at least 3 months from OBC to programme entry decision) |  |
| Submission of planning application |  |
| Determination of planning decision |  |
| Publication of scheme orders/CPOs (see section 7 below) |  |
| Completion of Public Inquiry (if not applicable, see section 7) |  |
| Confirmation of all statutory orders and consents |  |
| Completion of procurement |  |
| Full Business Case submitted to DfT |  |
| Start of Construction(assume 3 months from FBC to funding commitment) |  |
| Scheme open to public |  |

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

Outline the approach taken to assess if the proposal is deliverable in the box below.

If possible, provide evidence of similar projects that have been successful, to support the recommended project approach. If no similar projects are available for comparison, outline the basis of assumptions for delivery of this project e.g. comparison with industry averages for this kind of work.

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1. Orders and consents

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

1. Stakeholder Support

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

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

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

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1. Further Evidence

Please us the box below to list any further information and evidence you have provided in annexes/supporting documentation.

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### Please email this completed form to:

### LT.plans@dft.gov.uk

### Please note that the size limit for attachments to a single incoming email to DfT is 20MB.

### If your submission is larger than this please submit separate emails, use a zip folder, or convert large files to an alternative format.

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