

CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES

Venue:	3rd Floor conference room, Bailey House, Rawmarsh Road, Rotherham	Date:	Monday, 9th May 2005
		Time:	1.00 p.m.

S U P P L E M E N T A R Y A G E N D A I T E M

20a. Waverley Link Road: Junction of B6533 Poplar Way/Europa Link with A630 Sheffield Parkway. (report attached)

Transportation Unit Manager to report.

- to consider a scheme of phased works.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	23 May 2005
3.	Title:	Waverley Link Road: Junction of B6533 Poplar Way/Europa Link with A630 Sheffield Parkway
4.	Programme Area:	Planning and Transportation Service

5. Summary

There is an opportunity to secure funding to complete the first element of the Waverley Link Road at its northern junction with the A630 Sheffield Parkway. Because of the timescales, it is necessary to phase the works to enable that which can be delivered without involving statutory procedures, to begin as soon as possible.

6. Recommendations

Cabinet Member resolves:

- (a) To support the scheme as shown in outline on Drawing Number 00373/HD/1 at Appendix A to improve the B6533/A630 junction and endorses its inclusion in the South Yorkshire Local Transport Plan;
- (b) To authorise the detailed design;
- (c) To agree that the scheme should be delivered in two stages to maximise funding opportunities;
- (d) That a Registration of Interest Form [RIF] and Business Case be prepared and submitted to the Objective 1 Programme Directorate;
- (e) That authorisation be given to acquire any land by agreement or, if not, to use the Council's compulsory purchase powers, and
- (f) That authority be given to seek planning permission if required to progress the scheme.

7. Proposals and Details

Members may recall my report to the 22 December 2003 meeting about the Waverley Link Road. Cabinet Member resolved, amongst other things, to endorse an Annex E submission (essentially a business case for the new road) to the Department for Transport (DfT) aimed at securing government support and funding. Work on this is nearing completion following the public consultation in winter 2004/05. In parallel, because the scheme is included in the Regional Transport Priorities, supported by SWYMMS as an essential aid to regeneration and is part of a package of transport interventions required to allow the Objective 1 programme to proceed, discussions have been held with the Government Office about funding support. The assessment and option appraisal of the whole Waverley Link is already being supported by the Objective 1 programme from Priority 6 funds. As time has passed, and as the Highways Agency's/Government's views on improvements to the nearby M1 and J33 have become clearer, it has become apparent that the funding earmarked for transport improvements in P6 was in danger of not being spent unless schemes could be found which:

- (a) Helped deliver Objective 1 outputs/outcomes, and
- (b) Complied with the critical timescales of the Objective 1 programme (essentially, contracts let by 31 December 2006 and all bills paid by 31 December 2008).

Because of planning permissions/applications in the vicinity, both in Sheffield and Rotherham, it is apparent that the northern end of the Waverley Link Road, i.e. the B6533 Poplar Way/Europa Link/A630 Sheffield Parkway junction (known as the Catcliffe dumbbell), is required to be improved irrespective of the provision of the full Waverley Link Road. Indeed, a substantial contribution has been secured for elements of the improvement via developers at Waverley and it is understood that Sheffield are seeking similar from developers nearby, adjacent to the City Airport. However, there still remains a large gap and the Objective 1 programme has agreed to support the scheme because of the strategic nature of the sites and the transport bottleneck it helps unblock.

The Memorandum of Understanding Strategic Transport Initiatives (MoUSTI) J33 Study identified the principles of the improvements required to both J33 and the linked Catcliffe dumbbell junction. The latter has been worked up in more detail and is shown on the Drawing No. 00373/HD/1 attached as Appendix A.

The full scheme has been split into a number of elements and these are also shown on the drawing. Essentially, schemes 3, 4 and 5 cannot be designed and delivered within the timescales of the Objective 1 programme because they require land which is not either in Sheffield or Rotherham Council ownership/control and some of these schemes may require planning permission. Schemes 1, 2, 6, 7 and 8 can be designed and delivered in time to take full advantage of the Objective 1 money in that they do not require planning permission and utilise land within existing highway limits. Furthermore, commencing these elements early does not prejudice or preclude the final full improvement.

8. Finance

The estimated cost of the Catcliffe dumbbell roundabout improvement scheme is £3.5m. That which can be delivered within the timescales of the Objective 1 programme is estimated to be £2.94m, the remainder £560k. At present, the Objective 1 programme has agreed to support £2.5m of expenditure on the scheme, subject to a satisfactory business plan and application. Officers are talking further with the Objective 1 programme since the current 'gap' is not quite met by the developer contributions secured so far. Early indications are that this additional degree of support should not be problematic. Without Objective 1 support, it would not be possible to complete the detailed design and promotion of the scheme, without seriously compromising other programmes. As Members may know such funding needs to be 'matched'. In this case, the Objective 1 programme have accepted that this match funding is part of the recent announcement by the Secretary of State about improvements to the M1 in the vicinity, because of symbiosis between the motorways, motorway junctions and the strategic road network in this area. Essentially, this means that this major highway improvement will be funded without any significant contribution from the local transport capital expenditure budgets.

9. Risks and Uncertainties

There is a risk that a contract cannot be delivered by 31 December 2006 thus losing a significant sum from the Objective 1 programme and also losing credibility. There is also a risk that the contract might overrun and all the bills may not be secured in time for the winding up of the Objective 1 programme by 31 December 2008. At the present time, there is a confidence that these risks are small and manageable but it is inevitable that there is a degree of uncertainty.

10. Policy and Performance Agenda Implications

The Waverley Link Road and Catcliffe dumbbell roundabout improvements support the aims and objectives of the South Yorkshire Local Transport Plan, the draft Regional Spatial Strategy and national transport agendas. The improvement is considered essential as an aid to regeneration by the Memorandum of Understanding Partnership and the Objective 1 programme.

11. Background Papers and Consultation

Sheffield/Rotherham Motorway Corridor Study: Babtie 2000
Report to DPM 22 December 2003: Waverley Link Road
MoUSTI J33 Study: Faber Maunsell November 2004
MoUSTI J33 Study: Report to South Yorkshire Planning and Transportation Steering Group 10 January 2005

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