

TRANSPORTATION ADVISORY BOARD

1	Date of meeting:	Wednesday 11 th October 2017
2	Title:	Major Schemes Update

1 Background

- 1.1 The Council is in the process of developing the business case to deliver a number of regionally and nationally significant major transportation projects within the borough. These schemes will play an important role in supporting Rotherham's growth agenda, focusing on providing transport infrastructure that will enhance the Rotherham's economy whilst delivering local policy objectives.
- 1.2 Each scheme is at a different stage of development with a certain degree of interdependency. It is important that SLT understand the link between the projects and the common objectives which are being sought through this investment.

2 Key Issues

- 2.1 The schemes detailed below seek to address issues currently experienced on, or associated with the transport network. This includes reducing congestion, improving accessibility and enhancing safety. Improvements of this nature promote investment and provide the right conditions to encourage a highly productive and sustainable business environment whilst harnessing socio-economic and labour market transformation.

A630 Parkway Widening

- 2.2 As part of the Sheffield City Region (SCR) Growth Deal, the Council successfully secured funding to increase the capacity of the A630 between the Catcliffe Interchange and the M1 Junction 33. The scheme will seek to reduce journey time and congestion to support housing and employment growth around the Advanced Manufacturing Park and Waverley New Community. This funding agreement is subject to the development of a full business case which will demonstrate value for money.
- 2.3 The Department for Transport (DfT) will retain 100% funding for the scheme and will assess the business case. If successful, funding will be released to the SCR Combined Authority to administer. The business case is currently being developed and the scheme is predicted to be complete in 2021 or 2022, depending on the final scheme design and completion of statutory procedures.
- 2.4 There are currently two options being proposed. Both schemes seek to provide 3 lanes in each direction on the A630, as shown in Appendix A. Option 1 includes the construction of new structures to geometrically accommodate the revised highway layout. This will include compulsory purchase of land and properties as well as a number of in depth supporting impact assessments. This option is the 'costed' option and is anticipated to cost in the region of £42m.

- 2.5 Option 2 will provide the additional lanes within existing structures, therefore reducing the uncertainty associated with third party land acquisition and construction of new infrastructure. This option will be less expensive, providing an opportunity to seek alterations to other junctions in the area. Officers have engaged with Highways England to identify possible further improvement of the M1 Junction 33 intersection. This option will also reduce the existing national speed limit to 50mph, providing air quality improvements and delivering against the Government's recent Clean Air Zone objectives.
- 2.6 It is anticipated that due to the lower cost and opportunity to secure improvements to the M1 Junction 33, Option 2 will provide higher value for money. This has been agreed by Major Scheme Project Board, confirming that Option 2 is the Council's preferred scheme.

SCR Innovation Corridor

- 2.7 This scheme is being developed through the Local Large Majors fund, established to deliver improvements to transport infrastructure that cannot be funded locally due to the scale of investment required (between £75m - £200m).
- 2.8 Working in partnership, the Council and Sheffield City Council have been awarded £1.4M to progress an Outline Business Case to improve connectivity to and from the AMID (submission April 2018). It must be noted that the Outline Business Case is a DfT gateway, therefore if the DfT do not deem the scheme to deliver a sufficient level of benefit, it would not be progressed.
- 2.9 The SCR Innovation Corridor will investigate a series of highway options to provide congestion relief through and around M1 Junction 33 and 34. In addition, the project will identify interventions to improve environmental conditions and support public transport provision.
- 2.10 The project is in the early stages of business case development, with a number of options being considered. Officers are working through this optioneering process to understand initial constraints and potential opportunities. This will be complemented by detailed transport modelling, allowing the estimation of value for money to be demonstrated within the business case submission. Appendix B shows the area of investigation of the scheme.

Partner Major Schemes

- 2.11 There are a number of major scheme being implemented in Rotherham which are not delivered by the Council. These include;
- Tram Train: Tram-Train is a pilot scheme launched by the DfT to use a combination of light and heavy rail infrastructure to aid local connectivity. The scheme will link Parkgate, Rotherham Central, Meadowhall and Sheffield City Centre by a direct connection. Progress has been delayed due to engineering complications with completion expected in summer 2018. The additional vehicles required for operation were launched on 14th September and will run on the existing supertram network until tram-train is completed.

- Rotherham Transport Interchange Refurbishment: The scheme includes the modernisation of the existing bus station, providing up to date customer facilities and a revised waiting arrangement to suit traveller demands. The car park will also witness improvements with revisions to routing and vehicle paths, whilst also undergoing aesthetical improvements both inside and out. Officers are currently working SYPTTE to ensure that temporary bus interchanges are provided in the town centre during these works, with the preferred option being the use of Forge Island.
- Parkway Railway Station: The Council is in discussion with SYPTTE, SCR, Network Rail and Rail North regarding the possibility of a new parkway station to be located on the Sheffield to Leeds Line. This will provide the opportunity for enhanced direct rail connectivity from Rotherham to major economic centre such as Leeds and Manchester.

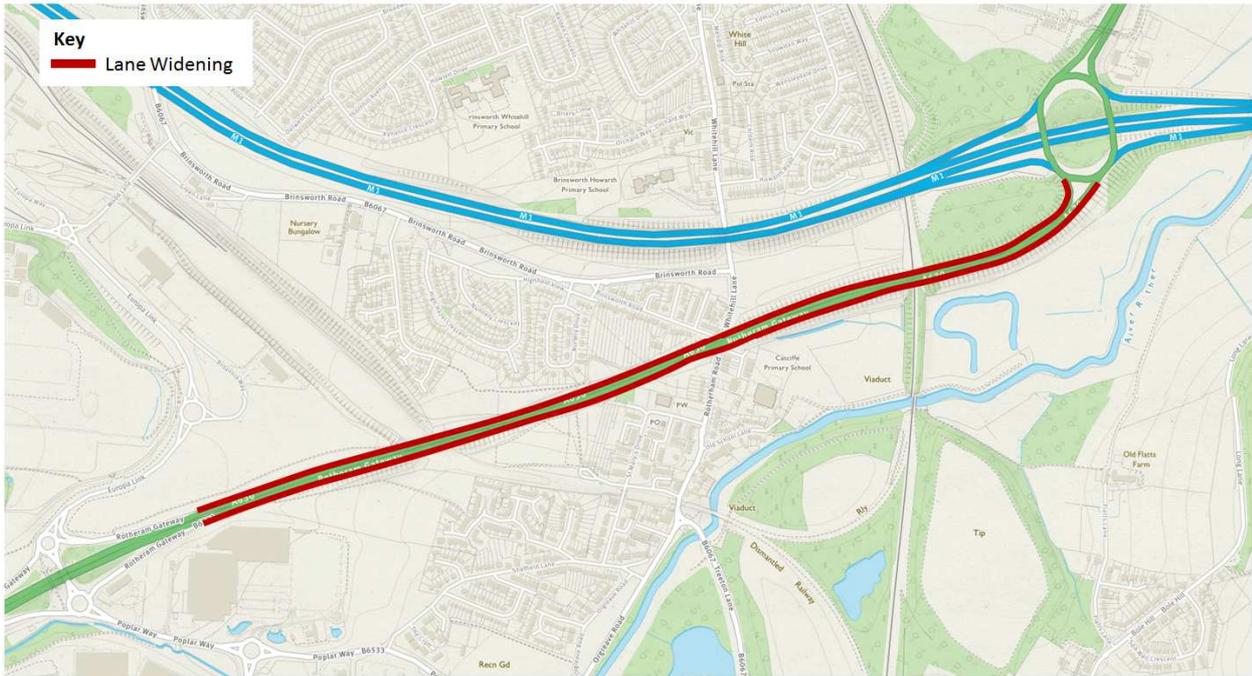
3 Key actions and relevant timelines

- 3.1 The A630 widening scheme will remain a priority for the Council given the strategic need to alleviate current traffic congestion and support growth at the Advanced Manufacturing Park and wider AMID. The Council is working with consultants to develop the evidence to support a preference of the 2 options. This will be confirmed within the submitted business case in spring 2018.
- 3.2 DfT require an outline business case on the AMID project by April 2018. Sheffield City Council as lead authority has appointed consultancy support to assist with the development of this business case. A series of scheme options are expected later in the year supported by high level value for money calculations.

4 Name and contact details

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Appendix A – A630 Widening



Appendix B – SCR Innovation Corridor area of focus

