

REPORT AUDIT TRAIL**CONSULTATION**

*This is important as it shows that consultation has been undertaken in the preparation of the report and provides a quick reference point for specific comments, whilst the report will not be publishable if these areas have not been completed by the named persons below. **You must liaise with and receive sign off from the relevant Cabinet Member(s).***

Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor Dominic Beck	Cabinet Member for Transport and Environment	27/04/23	02/05/23	No concerns
<i>Paul Woodcock</i>	Assistant Chief Executive/ Strategic Director for Regeneration and Environment	Click here to enter a date.	Click here to enter a date.	
<i>Jon Baggaley,</i> Finance	Finance and Customer Services	27/04/23	11/05/23	6.2 & 6.3
<i>Lesley Tattersall,</i> Legal Services	Legal Services	27/04/23	28/04/23	7.1
<i>John Crutchley,</i> Human Resources	Assistant Chief Executive's Office	27/04/23	27/04/23	8.1
<i>Karen Middlebrook,</i> Procurement	Finance and Customer Services	27/04/23	04/05/23	6.1
<i>Steve Eling,</i> Equalities	Assistant Chief Executive's Office	27/04/23	28/04/23	10.1
<i>Other officers below</i>		Click here to enter a date.	Click here to enter a date.	

<u>REPORT APPROVAL TRACKING</u>			
Equalities Your report will not be authorised for submission to Cabinet by your Strategic Director if you have not undertaken and included an initial equalities screening. All equalities analysis documents should be included as appendices	Initial Screening completed and included with report	YES	28.4.2023
	Full Assessment completed and included with report	NO	N/A
Carbon Impact Assessments Carbon Impact Assessments are to be appended to the associated cabinet reports. Carbon Impact Assessments should be sent to climate@rotherham.gov.uk for feedback prior to your report being sent to your Strategic Director for approval.	Carbon Impact Assessment completed and included with report.	YES	28.4.2023
Background information MANDATORY: Insert headings for a few main public documents you have used or referenced to write this report. This is a legal requirement. For Cabinet reports, <u>insert hyperlinks</u> . Do not list private documents.	(Public Pack)Agenda Document for Cabinet, 24/04/2023 10:00 (rotherham.gov.uk)		
Appendices If appendices are essential to the understanding of the report, list titles here. Equality Analysis documents should be listed as Appendix 1 for all reports. Ensure that appendices have proper titles.	Appendix 1 EXEMPT SYMCA grant funding agreement Appendix 2 EXEMPT Network Rail Development Services Agreement Appendix 3 EXEMPT Transport for the North contract for services Appendix 4 Equality Impact Assessment screening Appendix 5 Carbon Impact Assessment		
Cabinet Member Approval You should retain an email confirming the Cabinet Member approval for your records. Strategic Directors should not authorise reports unless Cabinet Members have given sign off	YES	02/05/23	
Report Authorised by Strategic Director	YES/NO (delete as appropriate)	Click here to enter a date.	
Report Authorised for publication by Chief Executive	YES/NO (delete as appropriate)	Click here to enter a date.	

Select report type
Name of Committee

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 26 May 2023

Report Title

Rotherham Integrated (Mainline & Tram Train) Station Outline Business Case funding approval and contractor appointments

Is this a Key Decision and has it been included on the Forward Plan?

Yes

Strategic Director Approving Submission of the Report

Paul Woodcock, Strategic Director of Regeneration and Environment

Report Author

Lucy Mitchell, Major Project Officer
Lucy.mitchell@rotherham.gov.uk

Ward(s) Affected

Boston Castle
Rawmarsh West
Rotherham West

Report Summary

Cabinet (24 April 2023 - Transport Capital Programme report) gave authority to accept £1m City Region Sustainable Transport Settlements (CRSTS) grant funding from the South Yorkshire Mayoral Combined Authority (SYMCA) for the integrated mainline and tram train station outline business case (OBC) preparation. Cabinet also gave authority to issue two contracts (to Network Rail and Transport for the North) to enable timely completion of the OBC, delegating responsibility to the Strategic Director of Planning, Regeneration and Environment, in consultation with the Cabinet Member for Transport and Environment for award of contracts in relation to the Rotherham Mainline Station project.

This report is concerned with progressing the preparation of the Rotherham Integrated Mainline and Tram Train Station OBC, and the signing of 3 key legal agreements to enable work to proceed.

Recommendations

1. That the Strategic Director of Regeneration and Environment note the contents of this report

2. That the Strategic Director of Regeneration and Environment sign the grant funding agreement for the CRSTS funding to progress the integrated mainline and tram train station OBC from SYMCA (attached at Appendix 1).
3. That the Strategic Director of Regeneration and Environment sign the Development Services Agreement with Network Rail (attached at Appendix 2) and the contract for services with Transport for the North (attached at Appendix 3) to enable preparation of the integrated mainline and tram train station OBC to commence.

List of Appendices Included

Appendix 1 SYMCA grant funding agreement (EXEMPT)

Appendix 2 Network Rail Development Services Agreement (EXEMPT)

Appendix 3 Transport for the North contract for services (EXEMPT)

Appendix 4 Equality Impact Assessment screening

Appendix 5 Carbon Impact Assessment

Background Papers

Cabinet Paper April 2023

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet 24 April 2023

Council Approval Required

No

Exempt from the Press and Public

Part Exempt (App 1, 2 and 3)

An exemption is sought for **Appendix 1, 2 and 3** under Paragraph 3 (Information relating to the financial or business affairs of any particular person (including the authority holding that information)) of Part I of Schedule 12A of the Local Government Act 1972 is requested, as this report contains financial information relating to the acquisition.

It is considered that the public interest in maintaining the exemption would outweigh the public interest in disclosing the information because all such negotiations and financial information should remain confidential between the parties

Rotherham Integrated Mainline & Tram Train Station Outline Business Case funding approval and contractor appointments

Rotherham Integrated (Mainline & Tram Train) Station Outline Business Case funding approval and contractor appointments

1. Background

- 1.1 Rotherham suffers from comparatively poor rail connectivity, as the town is currently served only by a branch line at Rotherham Central station. Existing rail services at Rotherham Central comprise three stopping trains per hour, with a limited range of direct destinations and lack of fast and frequent connections to key centres of employment. In contrast, the Sheffield to Leeds rail corridor currently operates five passenger services per hour between these two cities, mostly bypassing the town.
- 1.2 The Council is working with partners to promote and progress development of a new integrated (mainline and tram train) station in Rotherham. This new station will significantly improve local, regional, and national rail connectivity for local people and businesses, offering access to employment and business growth opportunities, and contributing significantly to the economic regeneration of the town.
- 1.3 It is anticipated that the new mainline heavy rail station could offer mainline connections to Sheffield, Doncaster, Manchester, Leeds, York and Newcastle. Taken together with the local connectivity offered by a new Tram Train Station adjacent, this project will radically improve the town's connectivity, delivering social, economic and environmental benefits. These benefits are captured in the Strategic Outline Business Case prepared and submitted to SYMCA.
- 1.4 The current delivery programme envisages the new station opening for service in Spring 2028, but the Council, as project promoter, together with partners are seeking opportunities to expedite the process and accelerate delivery of the project where possible.
- 1.5 Towns Fund investment has been secured to acquire land necessary to accommodate the station and develop a masterplan for the station itself and the surrounding area to capitalise on the benefits that significantly improved connectivity to the national rail network could bring to the town. Negotiations with landowners are underway and solicitors have been appointed to advise on the land acquisition strategy and potential use of powers available to the Council to acquire land.
- 1.6 The Strategic Outline Business Case submitted to SYMCA demonstrated that the project offers high value for money and a strong Benefit Cost Ratio (BCR). A bid for £1m CRSTS funding to SYMCA to progress the project to the next investment gateway; the preparation of an Outline Business Case has been approved.

2. Key Issues

- 2.1 An Outline Business Case will enable the project to progress, secure momentum and ensure project partners have confidence that the scheme is deliverable. More importantly, it will offer an improved understanding of costs, benefits and project risks.
- 2.2 A grant funding agreement (Appendix 1) has now been received from SYMCA for £1m CRSTS funding to develop the Outline Business Case for the project. This funding will enable completion of key workstreams required for the OBC, including:
- Modelling and scheme testing to understand catchment and impact
 - Operational railway design work
 - Timetable modelling (heavy rail and tram train) to confirm service provision and power supply capability
 - Station building/facilities design
 - Preferred location and preliminary layout for tram train stop
 - Updated cost estimate
- 2.3 To complete these workstreams the Council need to issue contracts to Network Rail (to a maximum value of £800,000) and Transport for the North (to a maximum value of £150,000). These two contracts are attached as Appendix 2 and Appendix 3 respectively.
- 2.4 Network Rail is responsible for the development, operation and maintenance of the rail network in Great Britain and are therefore the sole provider of some of these services. Transport for the North (TfN) are the custodians of the Northern Rail Modelling System and have undertaken all of the modelling work on the project to date as part of the Northern Powerhouse Rail programme. This is a pilot project for TfN, with Department for Transport (DfT) contributing circa half of the required work cost, enabling TfN to offer the necessary expertise and good value for money for the Council
- 2.5 The funding agreement from SYMCA requires that the Outline Business Case is completed by March 2024. This fits with the project programme and commitment in the Council's Year Ahead plan. However, completion of the OBC within this timeframe will require close management of partner organisations. Progress will be monitored by the Integrated Station Steering Group (made up of partner organisations including SYMCA, DfT, TfN, Network Rail, and chaired by the Council's Head of Transport Infrastructure) and subsequently reported to the Integrated Station Project Board chaired by the Council's Assistant Director of Planning, Regeneration and Transport and attended by partner organisations.

3. Options considered and recommended proposal

- 3.1 There are limited options available to deliver the workstreams required for the OBC. Consideration by the project team was given to appointing a consultant team to undertake some of the components required such as the railway design work, timetable modelling, the location of the tram train stop and to update the cost estimate. However, any consultant work would then require detailed review and assurance from Network Rail as the body responsible for the development, operation and maintenance of the rail

network in Great Britain and sole provider of some of these services. This approach would have resulted in additional costs and additional time involved in the management and coordination between any consultancy team and Network Rail. There is also greater risk of the work not being considered acceptable to Network Rail, jeopardising the project progression and undermining its credibility.

3.2 Similarly, consultants could have been appointed to undertake the modelling work required to inform the OBC. However, there are significant benefits (cost and time) to this being completed by Transport for the North (TfN) as the custodians of the Northern Rail Modelling System and having previously undertaken all of the modelling work on the project to date as part of the Northern Powerhouse Rail programme. Furthermore, TfN are piloting this approach and as part of this pilot, Department for Transport (DfT) are contributing circa half of the required work cost, enabling TfN to offer the necessary expertise and good value for money for the Council.

3.3 The appointments of Network Rail and Transport for the North were therefore considered to be the most cost and time effective way of delivering the workstreams required for the OBC. This approach also ensures that key stakeholders such as Network Rail and DfT have good awareness and familiarity with the project, and greater confidence in the robustness of the OBC.

4. Consultation on proposal

There has been considerable engagement with stakeholder partners through the project steering group and project board which endorsed the project Strategic Outline Business Case and will oversee the preparation and submission of the Outline Business Case.

4.1 Locally, a strategic engagement plan formed a key part of the Town Investment Plan (TIP); MyTown portal was used to initially engage the wider community in understanding the town's needs. As the TIP was progressed, a more targeted approach was developed, enabling the public to comment directly on proposals via a Virtual Exhibition (in line with Covid 19 restrictions). The presence of the platform was promoted through social media and Council newsletters.

Events such as the Rotherham Show have also provided a platform for sharing plans and obtaining feedback from communities regarding the town's regeneration proposals. There was significant interest in the station proposal from local people.

The Town Deal Board has been consulted on the project and is supportive of the approach being taken.

Gateley Hamer, the surveyors working with and advising the Council, are in negotiation with two main landowners impacted by the proposal.

A stakeholder engagement and communications plan has been prepared for endorsement by the Integrated Station Project Board at its next meeting in May. Engagement with Train Operating Companies and the potential Station Facility Owner will take place in the next 2 months in order to get their views on the design and layout of the station and associated facilities to ensure operational requirements are adequately reflected in the designs.

Internal colleagues from across the Council have been involved in a number of masterplan workshops to ensure compatibility and fit with emerging policies and proposals that impact the station location and design, including the flood alleviation schemes for example.

This report has been shared with the Cabinet Member for Transport and Environment and the Cabinet Member for Jobs and the Local Economy to ensure awareness of the proposals and timescales for completion of the OBC.

5. Timetable and Accountability for Implementing this Decision

- 5.1 An indicative high-level programme to station opening is detailed below. However, the development and construction phases will be subject to confirmation or amendment as the OBC is developed.

Sign SYMCA funding agreement and issue contracts	May 2023
Timetable capacity analysis completed	June 2023
Modelling work completed	August 2023
Outline design work completed	September 2023
Outline Business Case finalised	November 2023
Outline Business Case submitted to SYMCA & DfT	January 2024
Secure investment to develop FBC	Summer 2024
Complete full design	Spring 2025
Satisfy all statutory requirements	Spring 2025
Procurement complete	Summer 2025
FBC submitted to SYMCA and DfT	Summer 2025
Works commence	Spring 2026
Works complete and station opening	Spring 2028

NOTE – The above Timetable is indicative and subject to change

6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)

- 6.1 The 24 April 2023 Cabinet report set out that the arrangements with TfN and Network Rail were compliant within the scope of Regulation 12 (Public contracts between entities within the public sector) of the Public Contracts Regulations 2015. Details of these contracts must be published in the public domain on Contracts Finder, and on the Council's own contracts register to ensure compliance with our transparency obligations. As the project progresses, there will be further procurement considerations (i.e. Contractor appointment) and procurement advice and support must be sought.

- 6.2 On 24th April 2023, Cabinet (Transport Capital Programme report), gave authority to accept £1m City Region Sustainable Transport Settlement (CRSTS) grant funding from the South Yorkshire Mayoral Combined Authority (SYMCA) for the integrated mainline and tram train station outline business case (OBC) preparation for the project. (See Appendix 1 SYMCA grant funding agreement). This funding will enable completion of key workstreams required for the OBC.
- 6.3 To complete these workstreams the Council has issued contracts to Network Rail (to a maximum value of £800,000) and Transport for the North (to a maximum value of £150,000). These two contracts are attached as Appendix 2 and Appendix 3 respectively.
- 7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**
- 7.1 Legal Services has already reviewed the terms of the CRSTS funding agreement and the agreements with both Network Rail and TfN. Other than the specific terms of the recommended agreements, there are no substantive legal issues arising from the contents of this report other than as detailed in the report.
- 8. Human Resources Advice and Implications**
- 8.1 There are no human resources implications arising from the recommendations within this report.
- 9. Implications for Children and Young People and Vulnerable Adults**
- 9.1 There are no such implications arising from this report.
- 10. Equalities and Human Rights Advice and Implications**
- 10.1 The only potential impact arising from this decision is the impact on open competition for contracts. There are limited options available to deliver the workstreams required for the OBC. Consideration by the project team was given to appointing a consultant team to undertake some of the components required. However, this approach was dismissed for the reasons outlined in section 3 of the report. There are no other equalities implications arising from this report.
- 11. Implications for CO2 Emissions and Climate Change**
- 11.1 There may be a small amount of increased activity on site from visiting council staff and contactors involved in survey work, however, this impact will be minimal. Where possible, survey work will be desk-based. As the project progresses to Full Business Case, a Carbon Impact Assessment will be undertaken as appropriate. As this is a major transport project, it is

anticipated that consultants with environmental expertise will be appointed to conduct a comprehensive assessment to fully understand impacts.

12. Implications for Partners

- 12.1 Contracts with Network Rail and Transport for the North have been negotiated and now agreed to enable delivery of key workstreams to inform the Outline Business Case. Partner organisations need to ensure sufficient resource is made available to deliver the required workstreams to time and within budget.
- 12.2 The Outline Business Case will refine the estimated cost of the scheme offering improved certainty on design and deliverability – it will also set out a more informed delivery programme. This OBC will be submitted to SYMCA and DfT for investment appraisal to secure the necessary funding to progress the project to Full Business Case.

13. Risks and Mitigation

- 13.1 The main risks to successful completion of the Outline Business Case are:
1. insufficient funding to complete all work necessary for the OBC
 2. delays to completion of workstreams and overall OBC preparation

- 13.2 Risk: insufficient funding to complete all work necessary for the OBC
Mitigation: detailed scopes of requirements have been prepared and agreed with contingency included in the Network Rail proposal

Risk: delays to completion of workstreams and overall OBC preparation
Mitigation: scopes agreed and work commenced at risk by NR and TfN before formal contract sign off. External consultants appointed to closely monitor progress against programme, and to coordinate and draft the OBC content.

14. Accountable Officers

Tim O’Connell, Head of RiDO

Simon Moss, Assistant Director of Planning, Regeneration and Transport

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Named officer	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.

Report Author: Lucy Mitchell, Major Project Officer

Lucy.mitchell@rotherham.gov.uk

This report is published on the Council's [website](#).