

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet
2.	Date:	24 July 2013
3.	Title:	Bus Rapid Transit Northern Route – Full Approval application and Collaboration and Funding Agreement
4.	Directorate:	Environment and Development Services

5. Summary

To report the current position regarding the Bus Rapid Transit (BRT) North Project and to seek approval to submit the Full Approval application to the Department for Transport and to sign the Collaboration and Funding Agreement between the project partners.

6. Recommendations

Cabinet is asked to resolve that

- i) Members approve the submission by the SYPTE on behalf of the project partners of a Full Approval application to the DfT for the implementation of the BRT North scheme, with the bid to seek £19.406m from the DfT towards the total scheme cost of £36m.**
- ii) The Collaboration and Funding Agreement Bus Rapid Transit between Rotherham and Sheffield Northern Route be signed.**
- iii) The agreement of the Mayor be sought to exempt this from the provisions of the call in procedure on the grounds that it is urgent. SYPTE have set a deadline of 2 August 2013 for submission of the Full Approval application.**

7. Proposals and Details

A best and final funding bid for BRT North was submitted by SYPTE to the Department for Transport (DfT) on behalf of the scheme partners in September 2011. This was endorsed by Cabinet on 7 September 2011, Minute Number C58 refers. BRT North would operate as a limited stop service from Rotherham to Sheffield via Templeborough, Meadowhall (under the Tinsley Viaduct on a new Link Road), Carbrook, Attercliffe and loop around the City Centre and is planned to serve centre to centre trips but also new developments in the Lower Don Valley.

In December 2011 the DfT announced that this funding bid was successful and since then significant progress has been made on the BRT North scheme. The key milestones achieved since then have been:

- Sheffield City Council (SCC) successfully completed the Compulsory Purchase Order process to obtain the land required for BRT North in Sheffield
- SCC has tendered and is currently assessing Tenders for the construction of Tinsley Link which forms a substantial part of the BRT North project.
- SCC has secured £3,000,000 from the Growing Places Fund to cover Section 106 (S106) contributions until these have been paid.

SYPTE currently intend to make the application for full scheme approval to the DfT on 2 August 2013.

Collaboration and Funding Agreement

In order to define the legal and financial responsibilities of SYPTE, RMBC and SCC in delivering this major transport scheme a Collaboration and Funding Agreement has been produced. This establishes the Partners' respective obligations with regard to the project and compliance with requirements of the funding bodies.

The Partnership agreement has been reviewed by both Legal and Financial Services and they have no adverse comments.

8. Finance

The latest cost estimate for the BRT North project is approximately £36 million and the table below shows how this would be funded.

Source	Amount
European Regional Development Fund (ERDF)	£11,296,386
Department for Transport	£19,406,000
Section 106 Contributions	£3,000,000
Local Transport Plan	£2,000,000
Total Cost	£35,707,386

The latest cost estimate for the element of the project within Rotherham (Work Package 26) is £715,582 comprising of £504,267 works costs, £137,000 allowance for risk and £74,315 for inflation. Work Package 26 consists of two

new bus and cycle lanes, a Toucan crossing, widening the A6021 Sheffield Road approach to Ickles roundabout to two lanes and minor changes to road markings at Ickles and Templeborough roundabouts. Drawing number 126/17/TT235, showing these works, is attached as Appendix A.

The table below shows the predicted spend profile for Work Package 26.

	2013-2014	2014-2015	2015-2016
Design	£14,700		
Supervision		£50,000	
Works		£504,627	

Note that Design and Supervision costs are funded from SYPTE's Local Transport Plan allocation.

Some £2,202,500 of the £3,000,000 funding from Section 106 Contributions has been secured through signed Section 106 agreements. Sheffield City Council made a successful bid to the Growing Places fund to underwrite the Section 106 Contributions with repayment being triggered when Section 106 Contributions are received by the project partners. Rotherham is responsible for securing a total of £397,500 of this, comprising of £120,000 contribution from the Highfield Commercial/Helical Governetz Developments; £232,500 contribution from Waverley New Community; and £45,000 from the Firth Rixon development at Ickles.

9. Risks and Uncertainties

The ERDF grant of £11,296,386 has not yet been approved and SYPTE are in on-going discussions with Department of Communities and Local Government regarding this. A decision is expected before the Full Approval application would be made, and would be conditional on DfT full approval being received.

There is a risk that some of the Rotherham Section 106 contributions do not come forward and, although these are underwritten by the Growing Places fund, these would require repaying from Rotherham Funds. This risk is thought to be low as although the majority of the £397,500 contribution is due from the Waverley New Community development there is some uncertainty about the Firth Rixon development and the Highfield Commercial/Helical Governetz developments have been superseded by University of Sheffield Training Centre which has no contribution towards the Tinsley Link. Further development requiring contributions towards BRT/Tinsley Link may come forward to offset any potential shortfall however there is a slight risk that these payments would not come forward within the five year period of the Growing Places fund.

As with any construction project there is a risk associated with unforeseen events which can lead to an increase in costs. There is a £137,000 allowance in the Work Package 26 to cover such an eventuality however there is a very low risk that this amount would be insufficient to cover the additional works cost. If this was the case the additional funding would have to come from Rotherham Funds.

10. Policy and Performance Agenda Implications

The scheme is a named major scheme in the Sheffield City Region Transport Strategy (LTP3), and accords with the aims and objectives to:

- develop public transport that connects people to jobs and training;
- improve connectivity between major settlements
- develop user-friendly public transport, with high quality of integration between different modes;
- ensure public transport is accessible to all; and support development, regeneration and economic growth, assist the improved management of traffic.

11. Background Papers and Consultation

The submission of the Major Scheme Business Cases for Bus Rapid Transit Northern and Southern routes was the subject of a report to Cabinet Member on 1 March 2010, Minute Number G124 refers.

The submission of a Best and Final Funding Bid to the Department for Transport for BRT North was the subject of a report to Cabinet on 7 September 2011, Minute Number C58 refers.

Drawing number 126/17/TT235, showing the BRT North Rotherham works, is attached as Appendix A.

Contact Name: *Matthew Lowe ext 54490*
matthew.lowe@rotherham.gov.uk