

FROM: BUSINESS DEVELOPMENT DIRECTOR

SUBJECT: TCF RAIL STATION IMPROVEMENTS –
FUNDING AGREEMENT NORTHERN TRAINS LTD

DATE OF MEETING: 02 MARCH 2022

Forum	SMT	GMB	STOB	TEB	MCA	A&RC	Approval/ Information
Report schedule/date	02/03	X	X	X	X	X	Approval

EXECUTIVE SUMMARY

Approval to enter into a Funding Agreement with Northern Trains Ltd for the delivery of the TCF funded South Yorkshire Rail station improvements.

1. REASON FOR REPORT

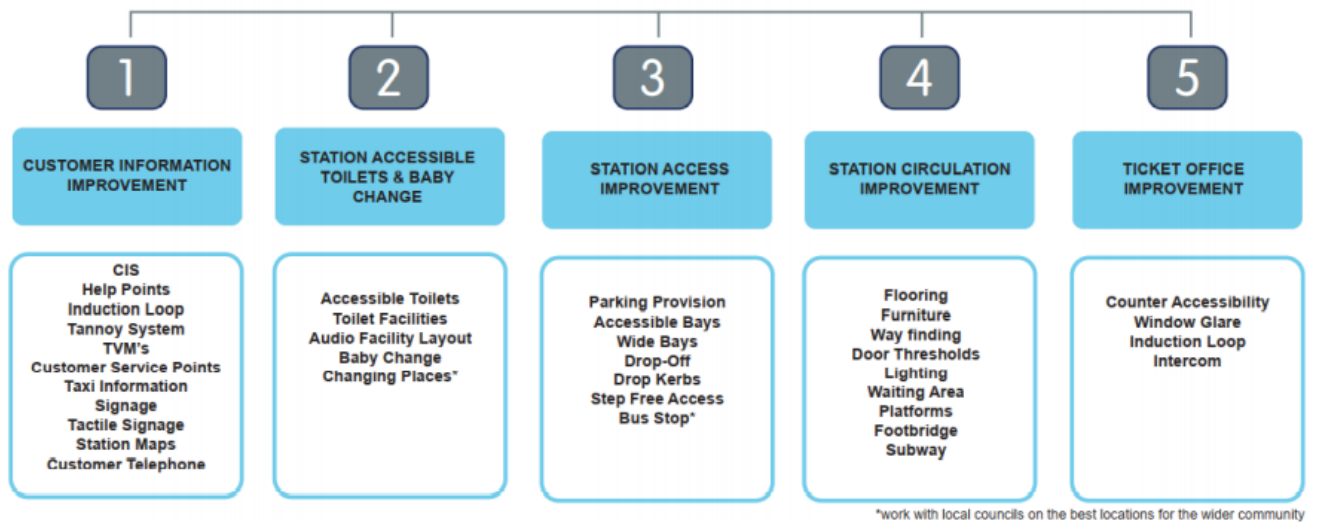
This report seeks approval for SYPTE to enter into a formal agreement with Northern Trains Ltd for the delivery of the TCF funded South Yorkshire Rail station improvements.

2. RECOMMENDATIONS

It is recommended that SMT approve SYPTE entering into a Funding Agreement with Northern Trains Ltd in the sum of £3,133,440 for the design and implementation of the TCF funded South Yorkshire Rail Station Improvements.

3. BACKGROUND INFORMATION

- 3.1 The Transforming Cities Funded (TCF) South Yorkshire Rail Station improvements programme of works aims to deliver a consistent set of standards at each of the regions stations to provide customers with safe and secure facilities that are accessible, inclusive and move to a position where nobody is excluded from using the regions rail stations.
- 3.2 The TCF bid identified 11 rail stations for improvement located in Doncaster and Barnsley. SYPTE have worked closely with the station facility owner Northern Trains Ltd (NTL) to develop a range of interventions at each station.
- 3.3 The scope of works has been informed by existing station Option Selection reports commissioned by SYPTE and accessibility and inclusivity feasibility work undertaken by NTL. The planned interventions have been grouped into 5 key delivery areas as identified below:



- 3.4 The estimated total capital cost for the NTL led programme of works is up to £3,133,440 based on budget estimate figures agreed between SYPTE and Northern Trains Limited.
- 3.5 A Full Business Case for the programme of works was submitted to SYMCA in October 2021 and following a detailed appraisal of the information, SYMCA Board agreed funding for the project in January 2022 allowing the project to move into the Implementation phase.
- 3.6 Since NTL are responsible for the management and operation of the stations and they do not have facility to allow third parties, other than Network Rail, onto their stations to deliver works in the passenger environment as this crosses lines within NTL's Safety Case and lease arrangements with Network Rail, it was agreed at an early stage that NTL would be best placed to act as SYPTE's delivery agent for the works and this was endorsed by SYPTE Management Board at the 5th October 2020 Board meeting.
- 3.7 The Funding Agreement sets out the terms, conditions and requirements under which SYPTE is prepared to award the grant to NTL and includes such standard contract clauses regarding delivery, procurement, project management and grant recovery amongst others.
- 3.8 NTL have developed a procurement strategy based upon a Design & Build (D&B) approach for the delivery of the station improvements. NTL will send out an Invitation to Tender document, detailing the full scope of the services/works required and invite confidential detailed responses to be submitted by mid May 2022. The tenders for each service and works will be assessed using a weighted criterion based on the quality of the tender return, the price, the relevant experience of the tendering party and the safety record of the tendering party.
- 3.9 Subject to approval of the recommendations in this report it is envisaged following procurement of a Principal Works Contractor by NTL that works will commence on site in the summer and be completed by the end of this financial year in accordance with the TCF funding timescales.

4. IMPLICATIONS

4.1 CONTRIBUTION TO SYPTE BUSINESS PLAN DELIVERY

<input checked="" type="checkbox"/>	Promote the use of public transport and maximise patronage
<input checked="" type="checkbox"/>	Make the most of new technology to improve public transport services
<input type="checkbox"/>	Work with partners to reduce the impact public transport has on Air Quality and the Environment
<input type="checkbox"/>	Get the best return for the region from our investment in public transport

4.2 RISK

Associated Risk Reference(s) from risk register

Describe existing or new risks as a result of this paper and any mitigations which are available.

- **None associated with this report.**
- **The terms and conditions of the Funding Agreement will cover risks associated with costs, programme, and outputs/outcomes.**

4.3 FINANCIAL

Existing Budget
 No Budget
 No Financial Implications

Budget code to be used to fund:	
If capital, specify capital funding source available:	TCF £3,133,440
If virement specify which budget code:	
Have Finance been consulted?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The majority of the works will be undertaken within the station lease area on assets in the ownership of Network Rail and managed by NTL. Where there are substantive new facilities ie accessible toilets, cycle facilities etc SYPTE expect NTL to assume all ongoing revenue costs.

There will be a small number of improvements/upgrades undertaken on SYPTE owned/maintained assets such as the ticket office at Adwick or car park at Bentley. The assumption is that SYPTE will continue to assume ongoing responsibility for these upgraded assets via existing budgets although the works are not expected to increase the revenue budget required, if anything, in the short term, should reduce maintenance requirements.

4.4 LEGAL AND FREEDOM OF INFORMATION ACT

	Y	N
Does the report contain information which is potentially exempt from the Freedom of Information Act?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there any exceptions to Standing Orders which need approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Legal Implications	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.5 INFORMATION TECHNOLOGY IMPLICATIONS

Have IT been consulted on the proposals in this paper and do the recommendations require amendments or new IT software systems or infrastructure?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No

4.6 GENERAL DATA PROTECTION REGULATION

Y N

Does the paper have implications for the handling, transfer, processing or management of customer or other personal data?

Is there a requirement to conduct a Privacy Impact Assessment? If so, please include as an appendix.

Data retention requirements

Other Data implications

4.7 HUMAN RESOURCE IMPLICATIONS

Have HR been consulted on the proposals in this paper?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No

Does the paper have implications for any of the following;? **No**

<input type="checkbox"/>	Individual job roles/responsibilities/grades	<input type="checkbox"/>	Resources
<input type="checkbox"/>	Skills requirements, e.g. training needs	<input type="checkbox"/>	Policies and procedures

4.8 EQUALITY AND DIVERSITY

Does the paper have implications for any of the following;? **No**

<input type="checkbox"/>	Age	<input type="checkbox"/>	Disability
<input type="checkbox"/>	Gender	<input type="checkbox"/>	Gender reassignment
<input type="checkbox"/>	Marriage and civil partnership	<input type="checkbox"/>	Religion or belief
<input type="checkbox"/>	Pregnancy and maternity	<input type="checkbox"/>	Race
<input type="checkbox"/>	Sexual orientation		

Is an Equality Impact Assessment (EIA) needed	<input type="checkbox"/> Yes	<input type="checkbox"/>	<input type="checkbox"/> No	<input checked="" type="checkbox"/>
---	------------------------------	--------------------------	-----------------------------	-------------------------------------

4.9 COMMUNICATIONS AND STAKEHOLDER MANAGEMENT

Does the paper have implications for any of the following;

<input type="checkbox"/>	Stakeholders	<input type="checkbox"/>	Internal communications
--------------------------	--------------	--------------------------	-------------------------

<input type="checkbox"/>	Media and Press (including reactive communications)
<input type="checkbox"/>	SCR Mayoral activities (presenting either a risk or opportunity)

<input type="checkbox"/>	Marketing plans and campaigns
<input checked="" type="checkbox"/>	No communications and stakeholder implications

No Mayoral Briefing Document is required.

4.10 ENVIRONMENTAL STRATEGY IMPLICATIONS

Do the recommendations in this paper change SYPTE's environmental impact?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No

4.11 CHANGE MANAGEMENT IMPLICATIONS

Does the paper result in any significant change management activity;

<input type="checkbox"/>	A Business Case is required to proceed
<input type="checkbox"/>	Managed through BAU change activities

<input type="checkbox"/>	A Project Initiation Document is required to proceed
<input checked="" type="checkbox"/>	No change management implications

Author: Steve Mullett
Email: steve.mullett@southyorkshire-ca.gov.uk