

Thursday, 22 August 2019

To: Members of the Sheffield City Region Transport Board and Appropriate Officers

NOTICE OF MEETING

You are hereby summoned to a meeting of the Sheffield City Regional Transport Board to be held at **11 Broad Street West, Sheffield S1 2BQ**, on: **Friday, 30 August 2019 at 10.00 am** for the purpose of transacting the business set out in the agenda.



Dr Dave Smith
Chief Executive

Member Distribution

Mayor Dan Jarvis (Chair)	SCR	Mayoral	Combined
Councillor Chris Read (Vice-Chair)	Authority		
Councillor Dave Leech	Rotherham MBC		
Councillor Joe Blackham	Barnsley MBC		
Councillor Bob Johnson	Doncaster MBC		
Steve Davenport	Sheffield City Council		
Stephen Edwards	SCR/SYPTE		
Peter Kennan	SYPTE		
	Private	Sector	LEP Board
Alison Kinna	Member		
	Private	Sector	LEP Board
Mark Lynam	Member		
Sarah Norman	SCR Executive Team		
	Barnsley MBC		

SCR - Transport Board

Friday, 30 August 2019 at 10.00 am

Venue: 11 Broad Street West, Sheffield S1 2BQ



Agenda

Agenda Ref No	Subject	Lead	Page
1.	Welcome and Apologies	Mayor Dan Jarvis	
2.	Declarations of Interest by individual Members in relation to any item of business on the agenda Declarations of Interest by individual Members in relation to any item of business on the agenda.	Mayor Dan Jarvis	
3.	Urgent items / Announcements	Mayor Dan Jarvis	
4.	Public Questions of Key Decisions	Mayor Dan Jarvis	
5.	Minutes of the Previous Meeting	Mayor Dan Jarvis	5 - 12
6.	SEP/LIS update	Guest	13 - 60
7.	Transforming Cities Fund	Mr Mark Lynam	61 - 66
8.	East Coast Main Line	Mr Mark Lynam	67 - 70
9.	Future Mobility	J Holmes	71 - 74
10.	Transport for the North Integrated and Smart Travel Update	Mr S Edwards	75 - 80
11.	SCR Mass Transit Programme Progress Update	Mr S Edwards	81 - 86
12.	Roads Implementation Plan	J Holmes	87 - 90
13.	Forward Work Plan 2019/2020	Mr Mark Lynam	91 - 94
14.	Any Other Business	Mayor Dan Jarvis	
Date of next meeting: Friday, 25 October 2019 at 10.00 am At: 11 Broad Street West, Sheffield S1 2BQ			

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SCR - TRANSPORT BOARD**MINUTES OF THE MEETING HELD ON:****FRIDAY, 19 JULY 2019 AT 10.00 AM****11 BROAD STREET WEST, SHEFFIELD S1 2BQ**

Present:

Mayor Dan Jarvis (Chair)	SCR Mayoral Combined Authority
Councillor Chris Read (Vice-Chair)	Rotherham MBC
Councillor Dave Leech	Barnsley MBC
Councillor Joe Blackham	Doncaster MBC
Steve Davenport	SCR/SYPTE
Stephen Edwards	SYPTE
Peter Kennan	Private Sector LEP Board Member
Mark Lynam	SCR Executive Team
Sarah Norman	Barnsley MBC
Craig Tyler	South Yorkshire Joint Authorities Governance Unit

Apologies:

Councillor Bob Johnson	Sheffield City Council
Alison Kinna	Private Sector LEP Board Member

1 Welcome and Apologies

Member apologies were noted as above.

2 Declarations of Interest by individual Members in relation to any item of business on the agenda

None.

3 Urgent items / Announcements

None.

4 Public Questions of Key Decisions

None received.

5 Governance Terms of Reference

A report was received to summarise the approved governance arrangements for the Transport Board, approved by the Mayoral Combined Authority and the Local Enterprise Partnership.

Members were asked to note the intention to convene the Board on an 8 weekly basis.

An explanation of the relationship between the Board and the Transport Executive Board was provided. It was noted the Executive Board will be chaired by Sarah Norman and will act as the chief officer group, delegated to take decisions on certain matters and with an agenda aligned to that of the Transport Board.

Cllr Read requested further clarity regarding the mechanics of the Board's decision making process. It was confirmed that as the Board is not a constituted Board of the MCA, the delegation to take a decision lies with the representative of the Head of Paid Service, in consultation with the Chair, who may take a decision if unanimously supported by the Board members. It was noted that any lack of unanimity on a matter to be considered would result in the matter being escalated to the MCA.

RESOLVED, that the Board:

1. Notes the approved governance arrangements.
2. Notes the proposed future scheduling of meetings.

6 Centrally Managed Local Transport Programmes

A report was received to provide the Board with an overview of the centrally managed local transport programmes currently being delivered through the four South Yorkshire local transport authorities and SYPTE and to outline the current key actions which may require more detailed presentation to Transport Board in the future.

This report commented on the status of the three centrally managed South Yorkshire local transport programmes (Integrated Transport Block (ITB), Highways Capital Maintenance (HCM) and Sustainable Travel Access Fund (STAF)) with explanations provided to explain the remits of these funds.

It was noted ITB is a single capital allocation used by the four South Yorkshire local authorities and SYPTE (the partners) to deliver high volume, low cost projects and interventions to address operational management priorities and developing needs on the local transport network. HCM is paid as a capital grant to BMBC, DMBC and RMBC for the maintenance of their respective transport network and assets and STAF is a three-year programme of revenue-based activities to support active travel investment and travel mode behaviour change in South Yorkshire.

Members considered the significant issue of the limited availability of revenue funding to support the delivery of the transport capital programmes (noting this is an issue too for non-transport programmes) and discussed what might be done to affect this matter and avoid revenue funded posts being lost in March 2020.

It was proposed the new Prime Minister and new DfT Ministers' attention

should be drawn to this matter and suggested a letter should be sent from the Mayor or Commissioner requesting this matter be addressed. It was also suggested the new network of Active Travel Commissioners or the Urban Transport Group might be well positioned to make similar representations.

The Board was advised on what actions are being progressed to address the points raised by the external audit of the Integrated Transport Block's governance arrangements. It was noted an update on these matters would be tabled at the next meeting.

RESOLVED, that the Board:

1. Notes the update on how the South Yorkshire local transport programmes are funded and managed.
2. Agrees to receive a further report at the next Transport Board on the outcome of the review of the Integrated Transport Block (ITB)
3. Notes the need to find alternative funding to continue programmes currently funded by the Sustainable Travel Access Fund (STAF)

7 Update On The Bus Review

A report was received to provide an update on progress with the Mayoral Bus Review, led by Clive Betts MP.

It was noted the review panel now benefits from representation by service users.

Members were provided with information regarding the key lines of enquiry being investigated by the Panel. It was noted these include consideration of why people don't use buses and means are in place to seek input from non-service users.

It was emphasised the work of the Panel is not focussed on matters related to refranchising and instead is looking at how the bus offer can be made fit for the 21st Century.

Members were advised of the various ways feedback is being sought and what additional activities are in place to facilitate the capture of the views of specific stakeholders, sectors and demographics.

The Board agreed the need for a strong evidence base, and was advised on which partners had been engaged to ensure this element of the project is delivered. Members requested this includes evidence drawn from other case studies nationally.

Concerns were noted that the consultation is not prominent on the SCR website and requested this matter be addressed. It was also requested appropriate links be put in place to use the chambers of commerce to engender input from the wider business community.

RESOLVED, that the Board note the contents of the report.

8 **Transport Strategy Implementation Plans**

A report was received to provide an update on the Sheffield City Region (SCR) Transport Strategy and the development of the associated Implementation Plans.

It was noted the Strategy identifies four key programmes of work to be organised around rail, active travel, roads and the strategic transit network (with discrete implementation plans to be developed for each), with additional cross cutting work programmes around future mobility and air quality.

It was noted the next meeting will receive a detailed update on the Roads Implementation Plan.

RESOLVED, that the Board note the contents of the paper.

9 **Integrated Rail Plan**

A report was received to provide an update on the progress in developing an Integrated Rail Plan for the City Region.

It was noted the final plan had now been circulated

RESOLVED, that the Board notes the process for adopting the Integrated Rail Plan at the MCA.

10 **Active Travel Update**

A report was received to provide an update on the work of the Active Travel Programme, being led by the SCR's Active Travel Commissioner, Dame Sarah Storey and the Advisory Board for Active Travel (ABAT).

It was noted that to steer the programme of work, the Commissioner has developed four key pledges for active travel; being led by our communities; enabling cycling and walking rather than encouraging it; infrastructure to meet minimum standards and infrastructure to be fully accessible.

The Board was provided with details of the 'infrastructure meeting minimum standards' pledge and informed a further report on this matter would be presented at the next meeting. Members were informed there is no aim to create a new design manual as well as getting agreement on minimum standards.

Feedback was provided on the recent meeting of the Active Travel Commissioners.

It was reported that as part of the joined up, 'lobbying with other Mayors and Commissioners across the UK' process, the Mayor and Commissioner have already written to the Secretary of State for Transport with 'five asks', the first of which is a continuous funding stream for active travel to provide long term

certainty over infrastructure funding.

The Terms of Reference for the ABAT were presented for information.

The Board discussed the relationship between direct investment in cycling, and the need for this to be supported by additional indirect investment, such as investment by employers in adequate showers and storage facilities (with the suggestion the SCR / PTE should show leadership on this matter).

It was also considered how local buy in (from the public and ward Councillors) is required to ensure the success of new cycling initiatives.

It was confirmed that schemes with a cycling element that precede the minimum standards debate will not be expected to undergo scheme redesign to make them cycle infrastructure compliant.

It was requested ABAT give consideration to the importance of adequate route signage.

The Board discussed attitudes to cycling (from cyclists and non-cyclists) and what more could be done to make these more positive, and requested more be done to engage people who never cycle or don't like cyclists.

RESOLVED, that the Board:

1. Notes the progress made in developing the active travel programme, and the appointed of a Commissioner and the active travel team
2. Endorses the creation of an Active Travel Advisory Board and the associated Terms of Reference
3. Agrees to the creation of a set of minimum standards for active travel infrastructure

11 **Transport for the North Update**

A report was received to provide an update on the work of Transport for the North (TfN) and the implications for the City Region.

It was agreed it will be important going forward for all Board members to be appropriately sighted on all TfN matters, to inform what is being discussed at TfN meetings by the SCR representatives.

A report provided a summary update on TfN matters of current importance.

The Mayor commented on historic lack of transport investment across the North and the need to use all means possible to redress this matter.

It was noted a number of TfN-led matters would be tabled for more detailed n at future meetings.

RESOLVED, note the Board:

1. Notes the contents of the report
2. Notes the role it will take in providing guidance on future priorities and engagements with Transport for the North.

12 **Supertram Update**

A report was received to provide an update on progress to date on the operation and long-term renewal of the Supertram asset in South Yorkshire.

The options associated with the renewal of the existing asset were considered in detail. It was noted that a local contribution would be required to fund works should the system be wholly renewed.

Members questioned whether it may be ascertained that the figures quoted are accurate, noting instances where this hasn't always been the case with major schemes. However, it was noted the renewal costs had been independently arrived at by a number of academically informed studies.

Consideration was given to whether there will be any financial complexities to address when the current concession with SYSL expires in 2014.

Steve indicated he would investigate this matter in more detail.

Members were advised that the options considered as alternates to full system renewal (such as partial renewals or the retrofitting of existing vehicles) were not necessarily cheaper than the full renewal option.

RESOLVED, that the Board:

1. Notes the background information on the development of the Supertram network and its current performance
2. Notes the progress made to date on the development of the Outline Business Case (OBC) seeking funding from government for the renewal of the asset.
3. Notes the options being considered, the financial aspects of the options described and the approach to identifying and securing a local contribution to the capital costs.

13 **SYLTE Transport Executive Board Dashboard**

The intended Board reporting dashboard was tabled for information and approved.

RESOLVED, that the Board notes the style and detail of the dashboard.

14 **Any Other Business**

It was noted trials of hydrogen fuelled trains may commence soon and questioned how the SCR might be best-placed engage with future trials.

In accordance with Combined Authority's Constitution/Terms of Reference for the Board, Board decisions need to be ratified by the Head of Paid Services (or their nominee) in consultation with the Chair of the Board. Accordingly, the undersigned has consulted with the Chair and hereby ratifies the decisions set out in the above minutes.

Signed
Name
Position
Date

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Transport Board

30th August 2019

Strategic Economic Plan and Local Industrial Strategy Update

Purpose of Report

The paper and accompanying presentation provide Board members with the following:

- an overview of the current economic landscape in Sheffield City Region
- emerging evidence and priority areas for SCR

Members will be provided with an understanding of the evidence base and the emerging narrative for the Sheffield City Region (SCR) Strategic Economic Plan and Local Industrial Strategy. The presentation will inform a discussion of the next stage of development of priorities for the economic plan.

Thematic Priority

This paper links to all thematic priorities and the eventual outputs will shape the thematic priorities in the future.

Freedom of Information

This paper may be released under a Freedom of Information request. In this section, it must be clear if the paper has any exemption under [Part II of the Freedom of Information Act 2000](#)

Recommendations

That Board members:

- Note the summarised evidence base presented;
- Discuss the emerging areas for prioritisation and agree these as areas for strategy work.

1. Introduction

1.1 The City Region is developing a new Economic Strategy for the region.

The Strategic Economic Plan (SEP) will be a single overarching strategy which will set out the wider socio-economic aspirations and inclusive priorities for SCR over the medium to long term (10 years for the plan and 20 years for the vision).

Falling out of the SEP will be a Local Industrial Strategy (LIS). This will align with the National Industrial Strategy and drive long-term productivity growth. This will be agreed with Government.

The work on the evidence base is reaching completion. This highlights a set of key messages which will shape the emerging priorities for the SEP and LIS. This paper provides a summary of the evidence base.

2. Proposal and justification

- 2.1** The attached presentation, which will be presented to the Board, provides:
- an overview of the evidence base and current challenges; and
 - the potential focus of future priorities

The presentation aims to stimulate discussion on the future policy direction and priority areas for SCR and where the LEP/MCA can add most value/impact.

- 2.2** Given the role of the LEP the analysis has focused on socio-economic data on the economy, productivity, labour market, business base and infrastructure. This aligns with the themes set out in the national industrial strategy and adopts a broader focus around inclusive growth that builds on the City Region's strengths.
- 2.3** The development of the 2014 SEP and the work undertaken on the LIS documents that have been published illustrate the strengths of a comprehensive and rigorous evidence base when negotiating with government. Following feedback from the evidence base will be further developed in areas where the analysis is lighter (e.g. culture).
- 2.4** Given the evidence pack's length, a summary is attached as an appendix. An additional, technical evidence document is available for LEP Board members on request.
- 2.5** Board Members are invited to consider the evidence in respect of to the thematic board and activities in relation to the economic strategy.

Further work to develop the propositions will be brought back to the Board for consideration, in accordance with the Board's agreed Forward Plan.

3. Consideration of alternative approaches

- 3.1** There are no viable alternatives propositions as the LEP/MCA has empowered the Thematic Boards to:
- Contribute to future policy development and priorities
 - Develop new programmes;

4. Implications

4.1 Financial

There are no financial implications to this paper.

4.2 Legal

There are no legal implications to this paper.

4.3 Risk Management

Through the development of programmes, appropriate risk measures will be put in place in line with the SCR Risk Management Programme.

4.4 Equality, Diversity and Social Inclusion

The presentation considers all aspects of society to understand where opportunities aren't available or where particular barriers are preventing residents from accessing opportunities.

5. Communications

- 5.1 All propositions developed by Thematic Boards to support the SEP / LIS will be communicated to and subject to agreement by the LEP / MCA to adopt the new policy.

A communications plan underpins the work to develop the SEP and the LIS and specific work resulting from this. The SCR Corporate Communications plan will reflect agreed LEP, Mayoral and MCA priorities.

6. Appendices/Annexes

- 6.1 Appendix 1 – Summary of Evidence Base

REPORT AUTHOR	Jonathan Guest
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Telephone	T: 0114 220 3416

Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

- Strategic Economic Plan Evidence Base – 2019 (Summary Evidence Pack) – Appendix A.
- Relevant documents available on the website:
<https://sheffieldcityregion.org.uk/explore/resources/>

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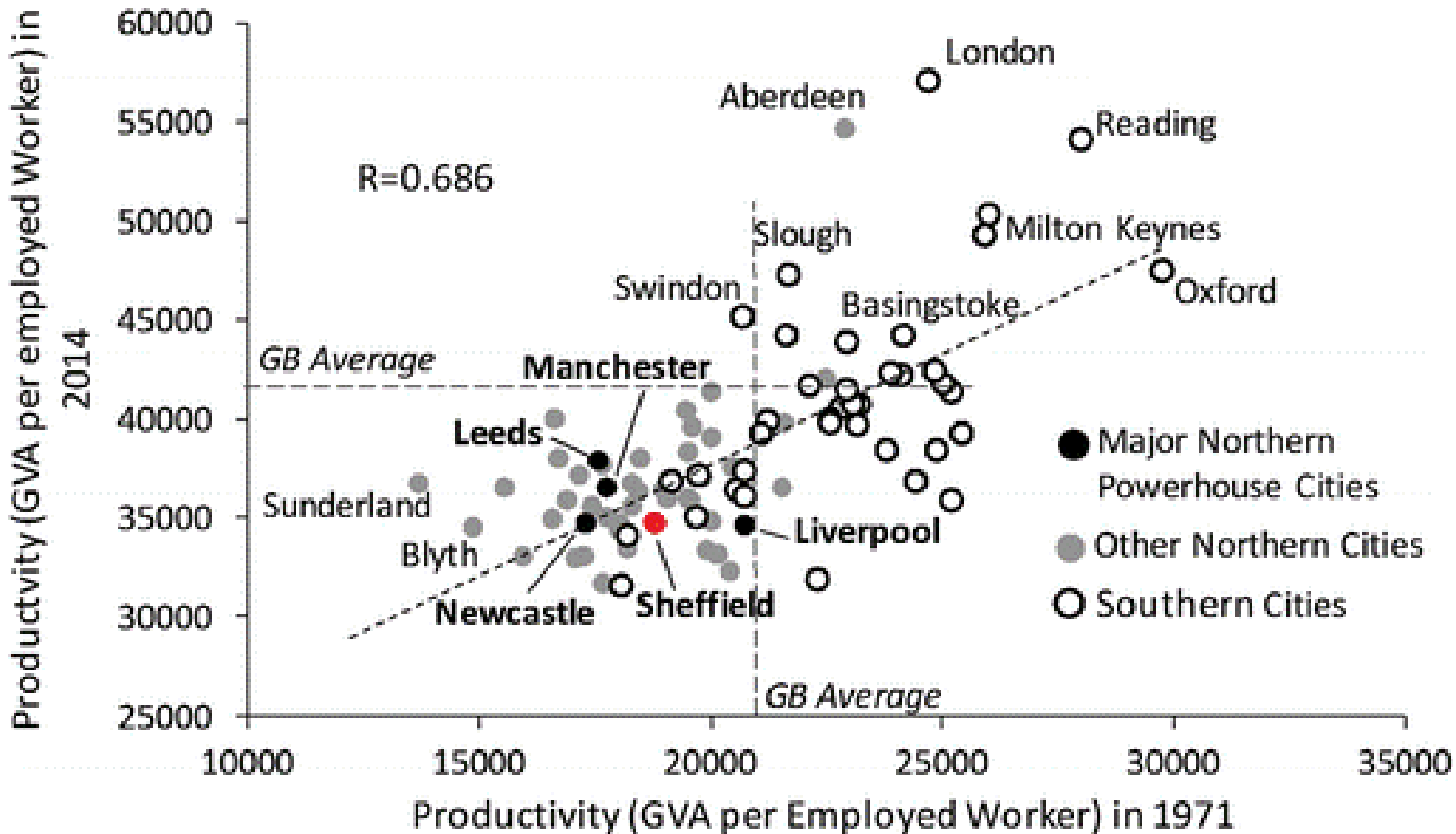
SEP & LIS EVIDENCE

June 2019

Sheffield
City Region

THE SCALE OF THE ECONOMIC CHALLENGE

Labour Productivity Across British Cities in 1971 and 2014 (Gross Value Added per employed worker at 2011 prices)



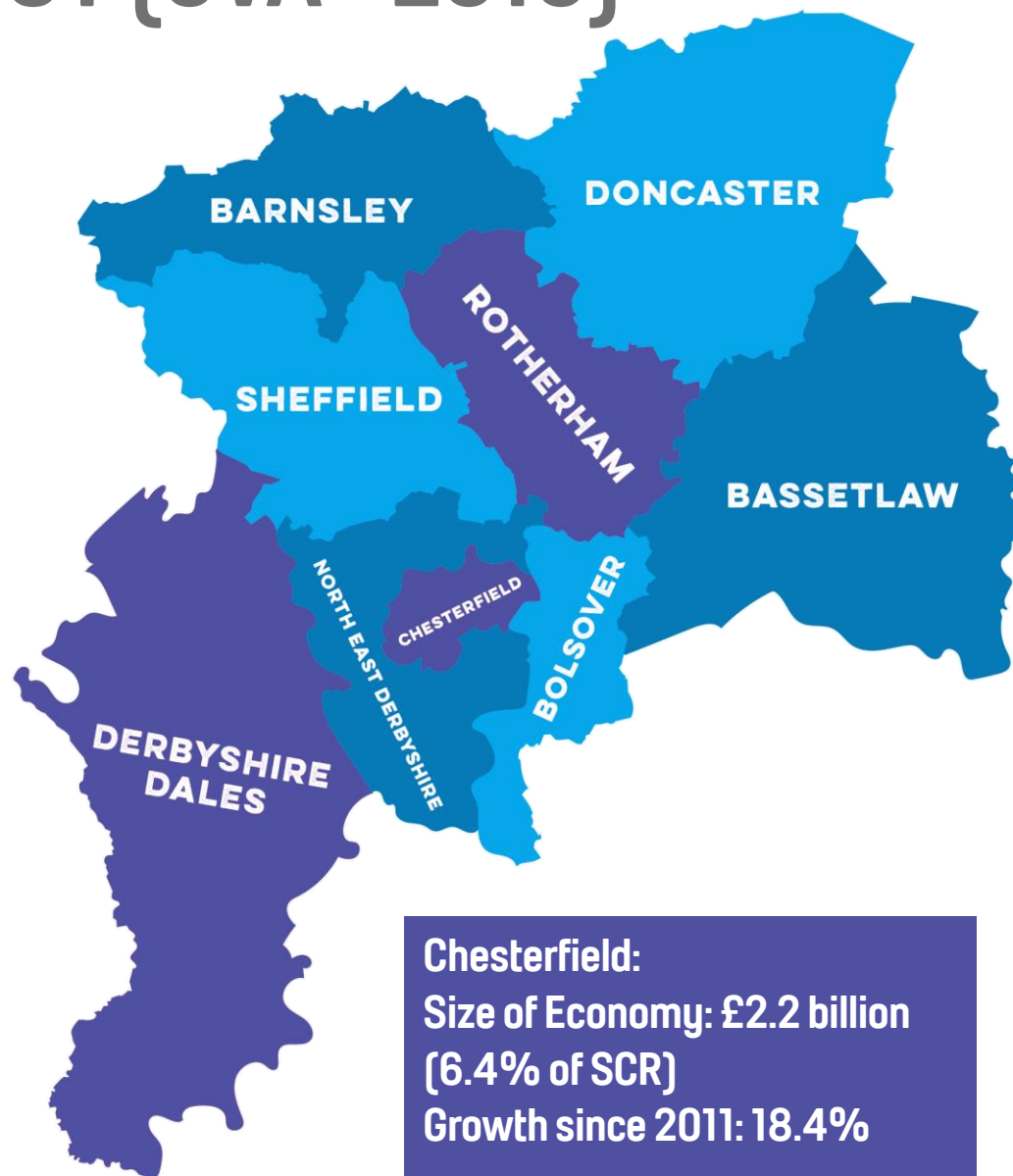
ECONOMIC OUTPUT (GVA - 2016)

Barnsley:
Size of Economy: £3.6 billion
(10.7% of SCR)
Growth Since 2011: 19.6%

Sheffield:
Size of Economy: £12 billion
(33.6% of SCR)
Growth since 2011: 11.7%

Derbyshire Dales:
Size of Economy: £1.7 billion
(5% SCR)
Growth since 2011: 12.5%

North East Derbyshire:
Size of Economy: £1.4 billion
(4.3% of SCR)
Growth since 2011: 11.38%



Doncaster:
Size of Economy: £5.5 billion
(15.2% of SCR)
Growth since 2011: 19.7%

Rotherham
Size of Economy: £4.8 billion
(13.3% of SCR)
Growth since 2011: 18.5%

Bassetlaw
Size of Economy: £2.3 billion
(6.9% of SCR)
Growth since 2011: 16.1%

Bolsover:
Size of Economy: £1.5 billion
(4.5% of SCR)
Growth since 2011: 29.1%

Chesterfield:
Size of Economy: £2.2 billion
(6.4% of SCR)
Growth since 2011: 18.4%

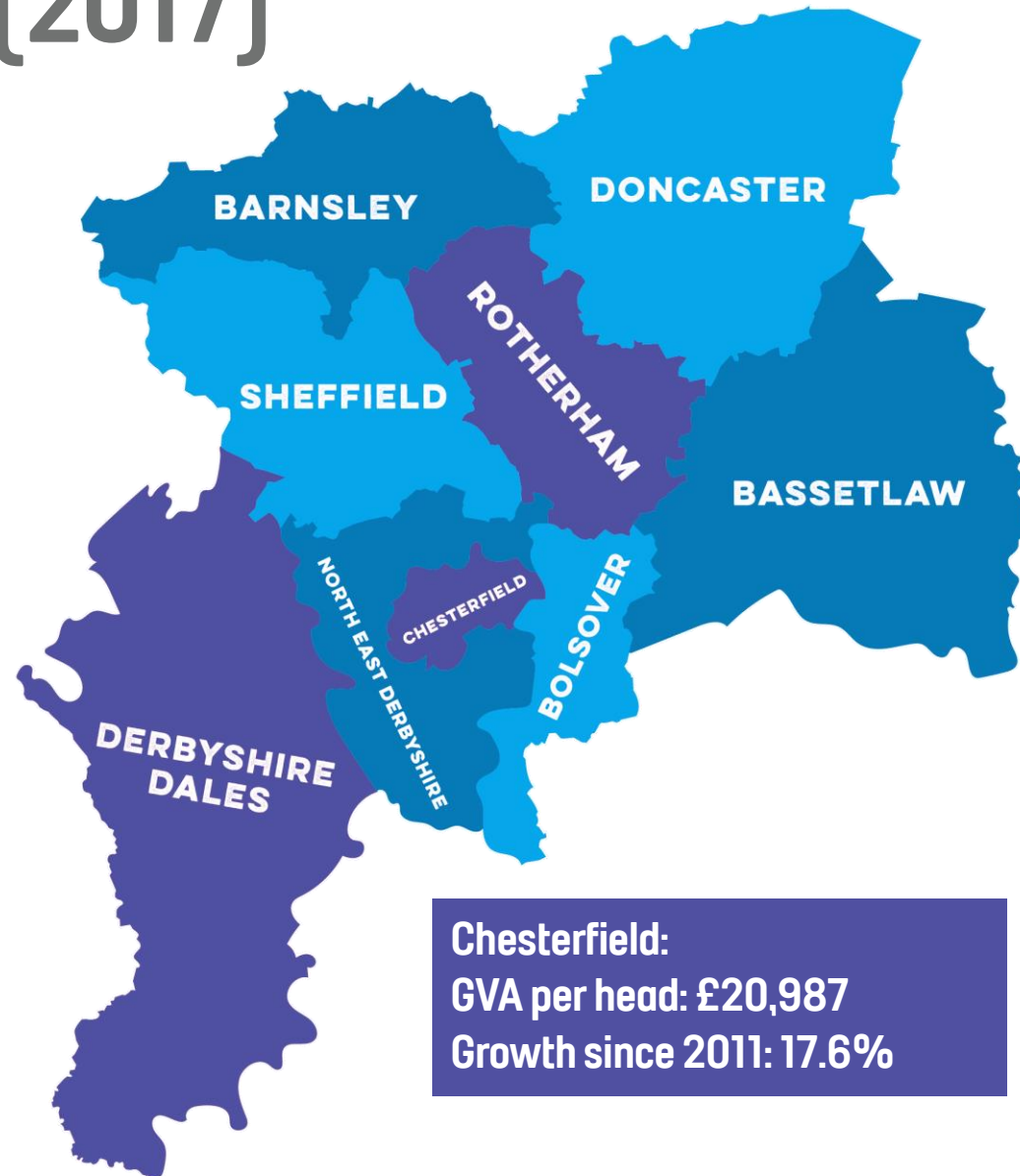
GVA PER HEAD (2017)

Barnsley:
GVA per head: £15,072
Growth since 2011: 15%

Sheffield:
GVA per head: £19,870
Growth since 2011: 7.1%

Derbyshire Dales:
GVA per head: £23,989
Growth since 2011: 12.2%

North East Derbyshire:
GVA per head: £14,676
Growth since 2011: 10.3%



Doncaster:
GVA per head: £16,897
Growth since 2011: 18.1%

Rotherham
GVA per head: £17,289
Growth since 2011: 16.6%

Bassetlaw
GVA per head: £20,446
Growth since 2011: 14.3%

Bolsover:
GVA per head: £19,841
Growth since 2011: 25.7%

Chesterfield:
GVA per head: £20,987
Growth since 2011: 17.6%

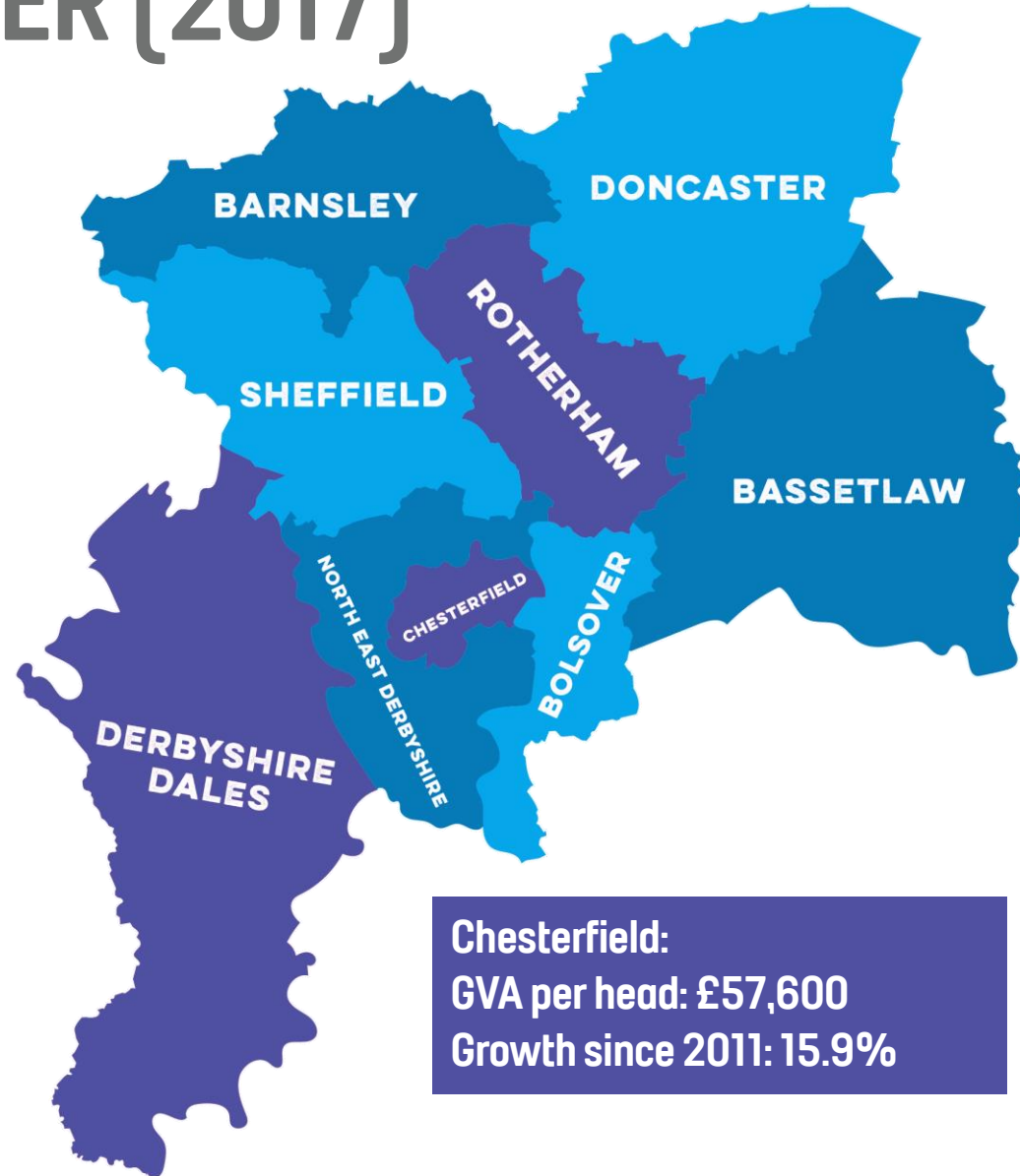
GVA PER WORKER (2017)

Barnsley:
GVA per head: £46,800
Growth since 2011: -2%

Sheffield:
GVA per head: £50,600
Growth since 2011: -1.44%

Derbyshire Dales:
GVA per head: £52,500
Growth since 2011: 10.2%

North East Derbyshire:
GVA per head: £58,000
Growth since 2011: 5.7%



Doncaster:
GVA per head: £48,800
Growth since 2011: 0.12%

Rotherham
GVA per head: £48,000
Growth since 2011: -0.46%

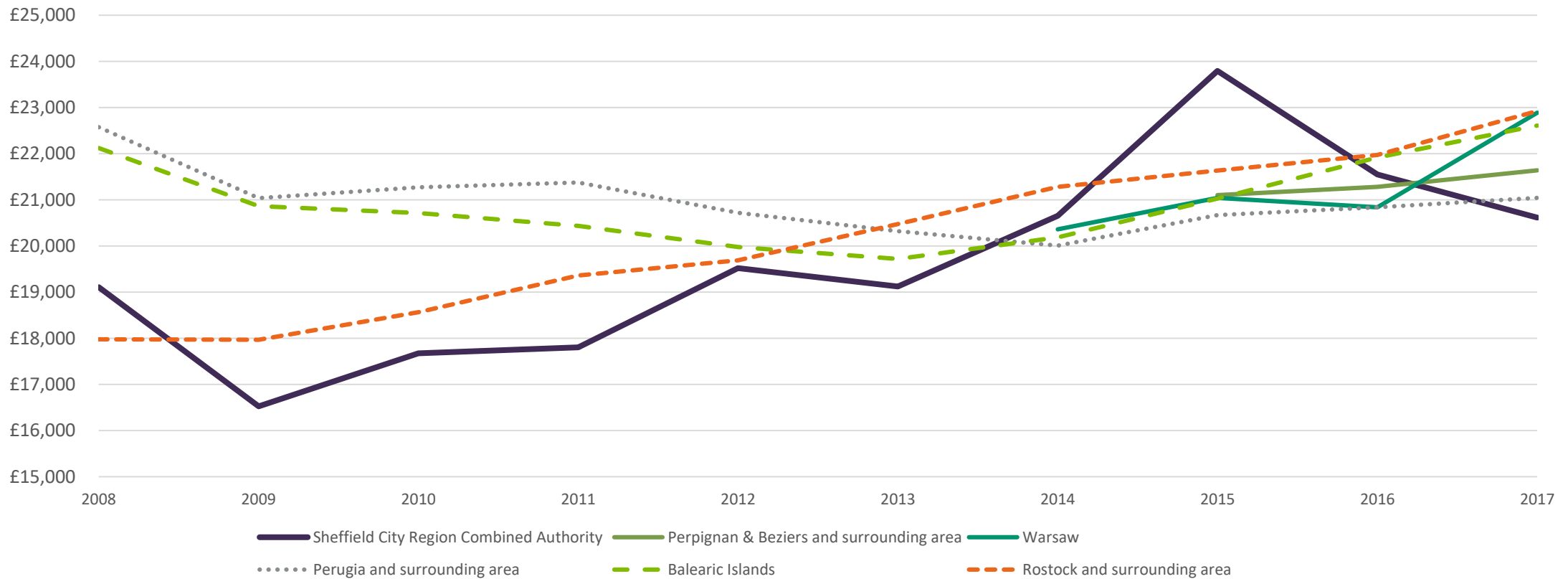
Bassetlaw
GVA per head: £47,500
Growth since 2011: 0.96%

Bolsover:
GVA per head: £47,800
Growth since 2011: 4.2%

Chesterfield:
GVA per head: £57,600
Growth since 2011: 15.9%

EUROPEAN COMPARISONS

GDP Per Head (£)



GVA AND GDP COMPARISON - MOVING GRAPHS

[GVA per Hour Worked, 2004 to 2017](#)

[GDP per Worker, 2008 to 2017](#)

[GDP per Filled Job \(£\), 2002 to 2017](#)

SIZE OF OUR ECONOMY

**Current
Economy
(2017/18):
£35bn**

**Size of
economy if
productivity
matched UK
(minus
London):
£40bn**

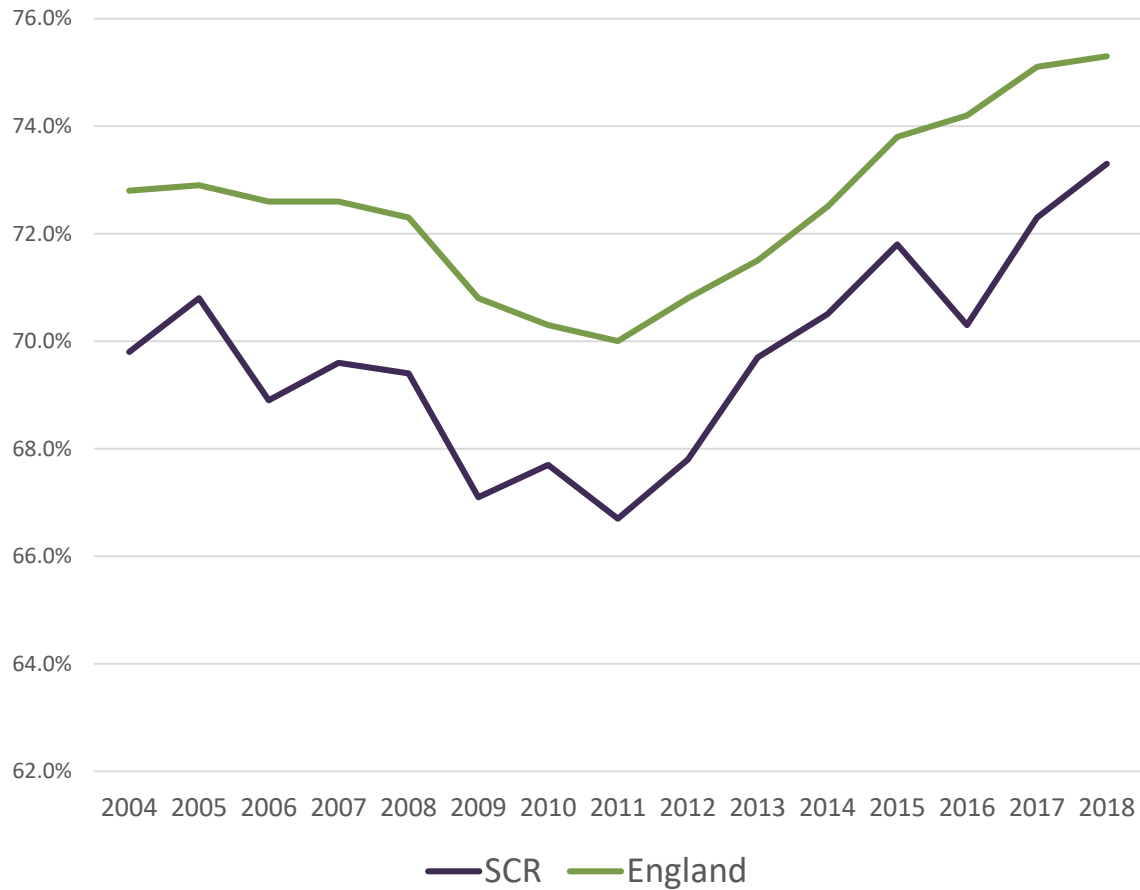
**Size of
economy if
productivity
matched UK
(with London):
£44bn**

**Size of
economy if
productivity
matched
South East:
£46bn**

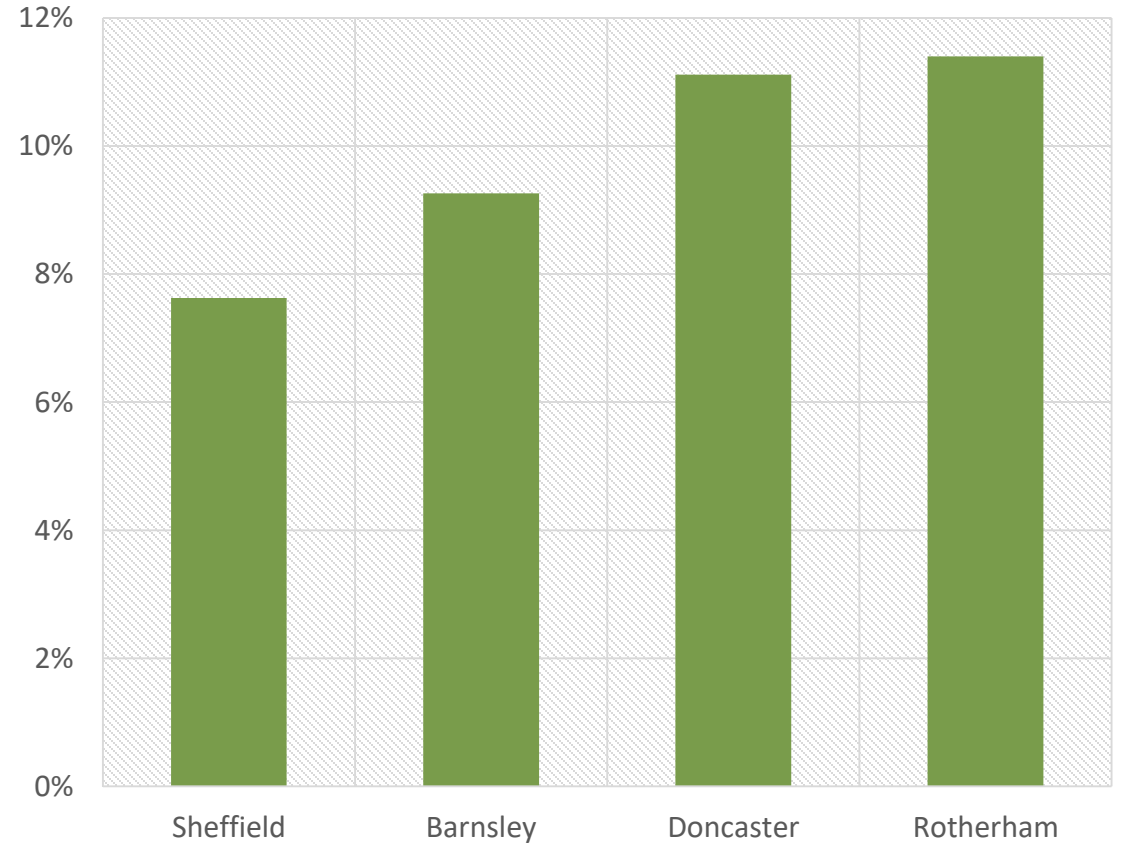
**Size of
economy if
productivity
matched
London:
£62bn**

EMPLOYMENT

Economy Activity Rate (%)



Employment Growth 2011-2017



Source: Annual Population Survey 2018 & EMSI 2018

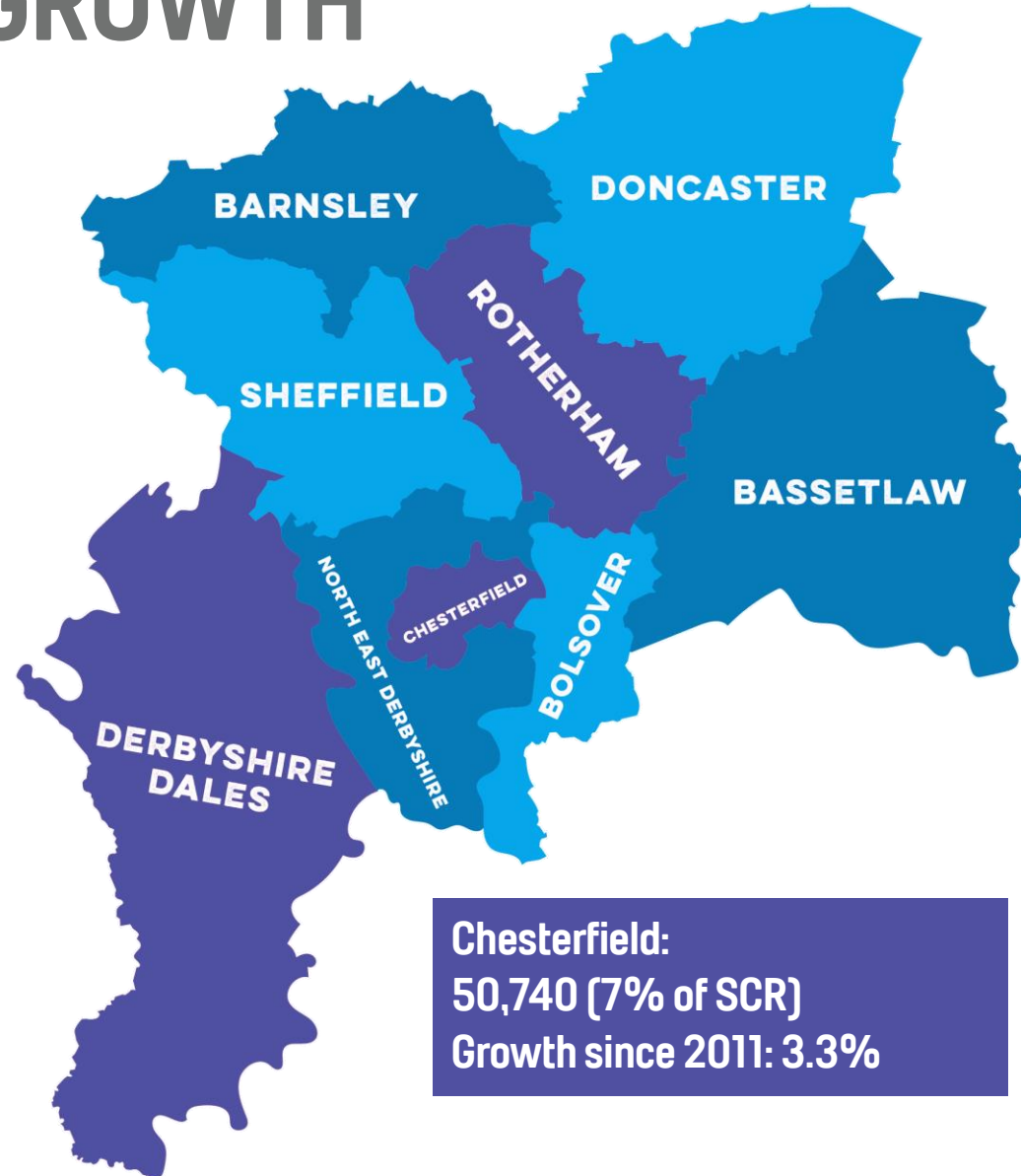
EMPLOYMENT GROWTH

Barnsley:
78,600 (10% of SCR)
Growth since 2011: 9.6%

Sheffield:
255,250 (34% of SCR)
Growth since 2011: 7.6%

Derbyshire Dales:
34,050 (5% of SCR)
Growth since 2011: -4%

North East Derbyshire:
27,540 (4% of SCR)
Growth since 2011: 1.57%



Doncaster:
121,350 (16% of SCR)
Growth since 2011: 11.1%

Rotherham
104,443 (14% of SCR)
Growth since 2011: 11.4%

Bassetlaw
50,900 (7% of SCR)
Growth since 2011: 12.1%

Bolsover:
33,130 (4% of SCR)
Growth since 2011: 13.6%

Chesterfield:
50,740 (7% of SCR)
Growth since 2011: 3.3%

EMPLOYMENT GROWTH

Barnsley:
78,600 (10% of SCR)
Growth since 2011: 9.6%

Doncaster:
121,350 (16% of SCR)
Growth since 2011: 11.1%

Rotherham
104,443 (14% of SCR)
Growth since 2011: 11.4%

Sheffield:
255,250 (34% of SCR)
Growth since 2011: 7.6%



Economic Activity Rate in SCR:
73.2%

**Current Gap
(closing since 2016):**
1.7%

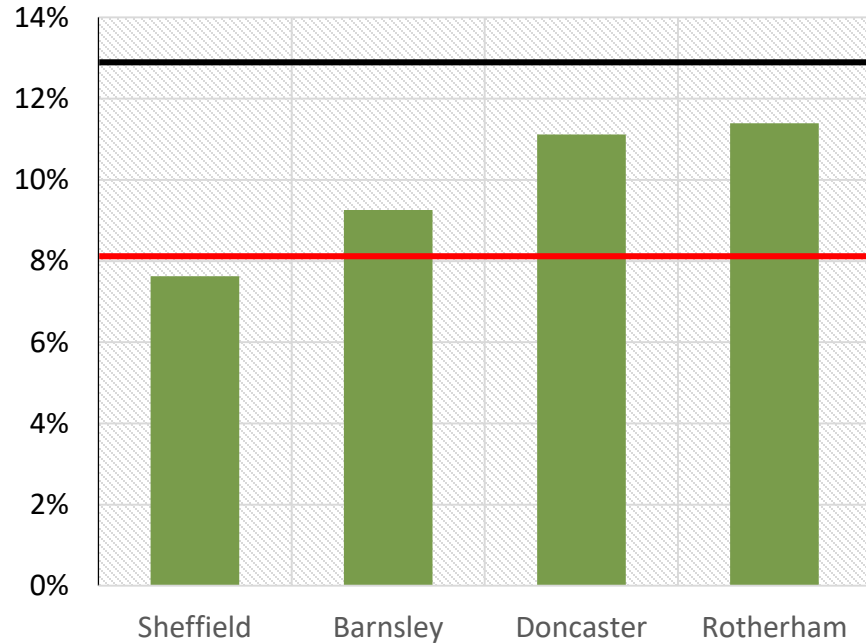
Economic Activity Rate in England:
74.9%

BUT rise in employment has been in low skill, low pay sectors – jobs threatened by automation

Source: EMSI 2018

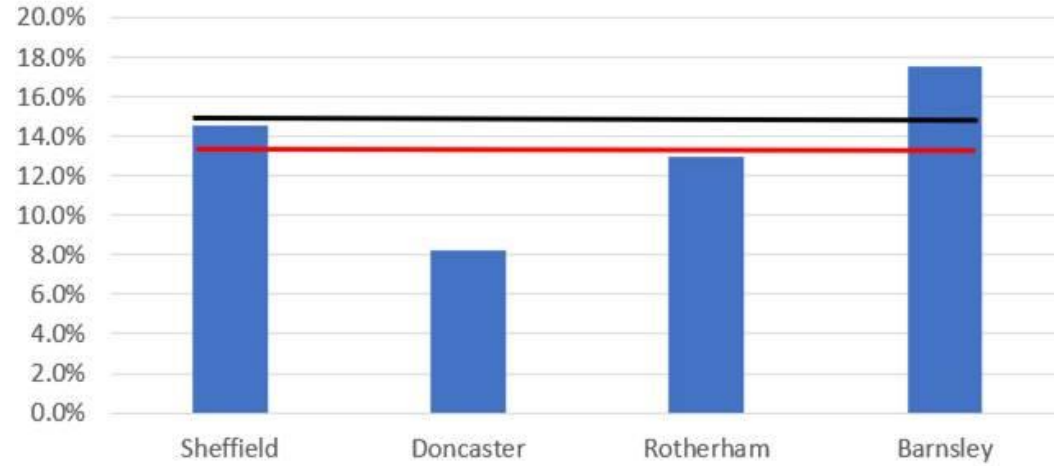
EMPLOYMENT

Employment Growth 2011-2017



- Barnsley has seen good employment growth with above the national average growth in higher level occupations
- However, Sheffield's overall numbers rather than percentage change is about the same as the other three districts combined
- Barnsley's employment growth in higher level occupations is positive, but it has seen a high proportion of its growth in low pay sectors

Employment Growth in higher level occupations, 2010-2018

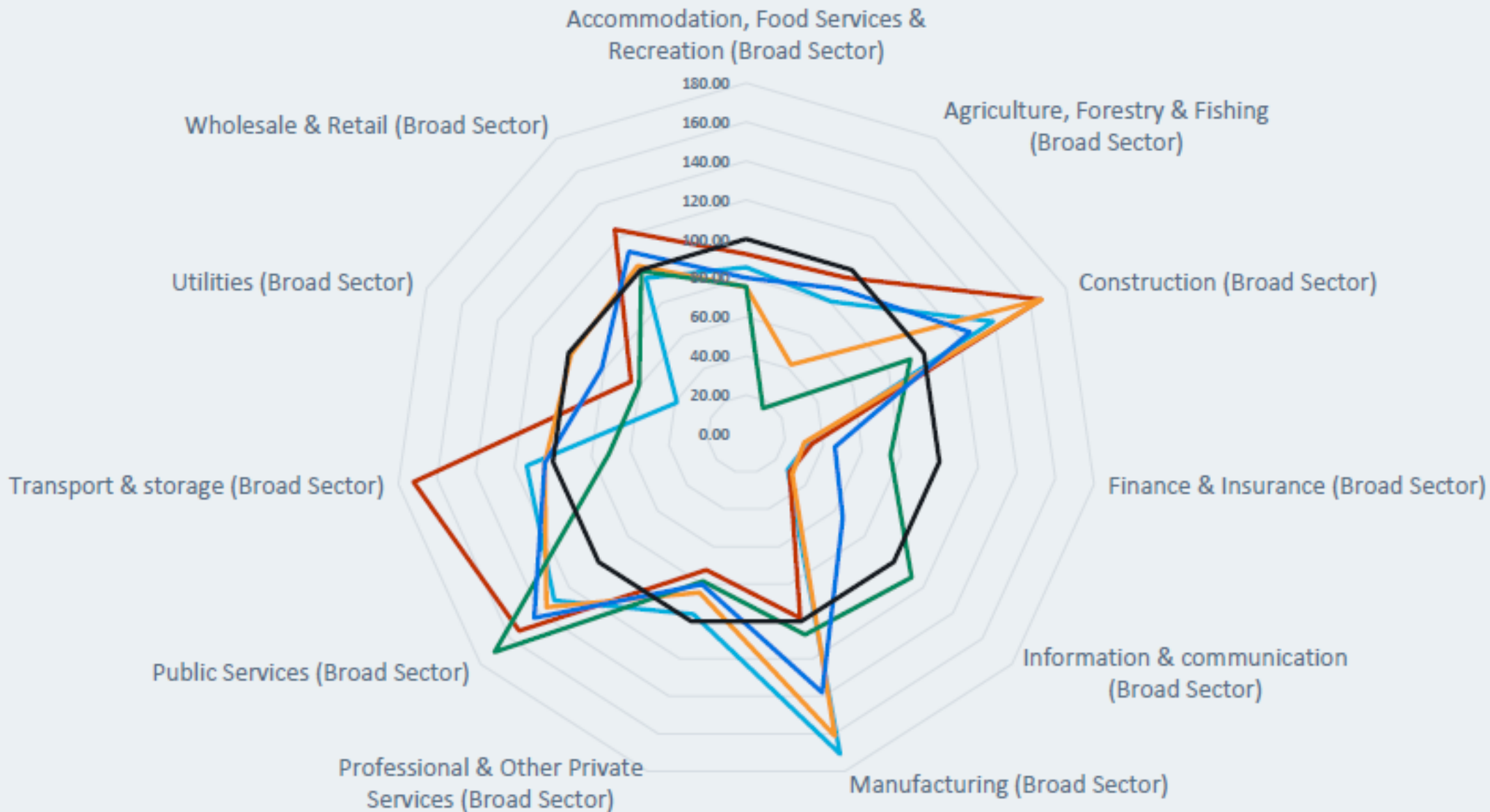


Employment Growth in low pay sectors, 2010-2017



Sector GVA share indexed to UK

— Barnsley — Doncaster — Rotherham — Sheffield — Sheffield City Region — United Kingdom



LQs for GVA on detailed sectors

Barnsley

- Administrative & Supportive Service Activities
- Civil Engineering
- Computing & Information Services
- Education
- Food, Drink & Tobacco
- Health
- Machinery & Equipment
- Chemicals
- Computer & Electronic Products
- Construction of Buildings
- Finance
- Fuel Refining
- Land Transport, Storage & Post
- Metal Products



Doncaster

- Administrative & Supportive Service Activities
- Civil Engineering
- Computing & Information Services
- Education
- Food, Drink & Tobacco
- Health
- Machinery & Equipment
- Chemicals
- Computer & Electronic Products
- Construction of Buildings
- Finance
- Fuel Refining
- Land Transport, Storage & Post
- Metal Products



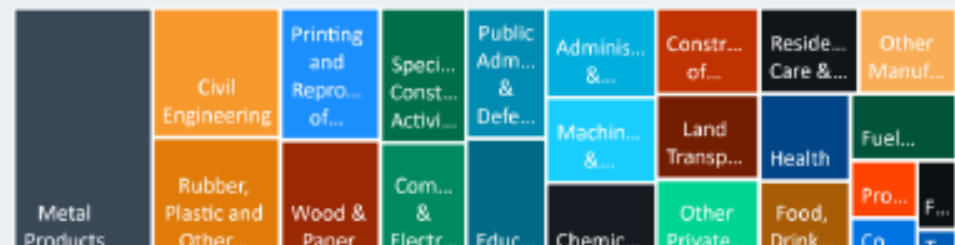
Sheffield

- Administrative & Supportive Service Activities
- Civil Engineering
- Computing & Information Services
- Education
- Food, Drink & Tobacco
- Health
- Machinery & Equipment
- Chemicals
- Computer & Electronic Products
- Construction of Buildings
- Finance
- Fuel Refining
- Land Transport, Storage & Post
- Metal Products



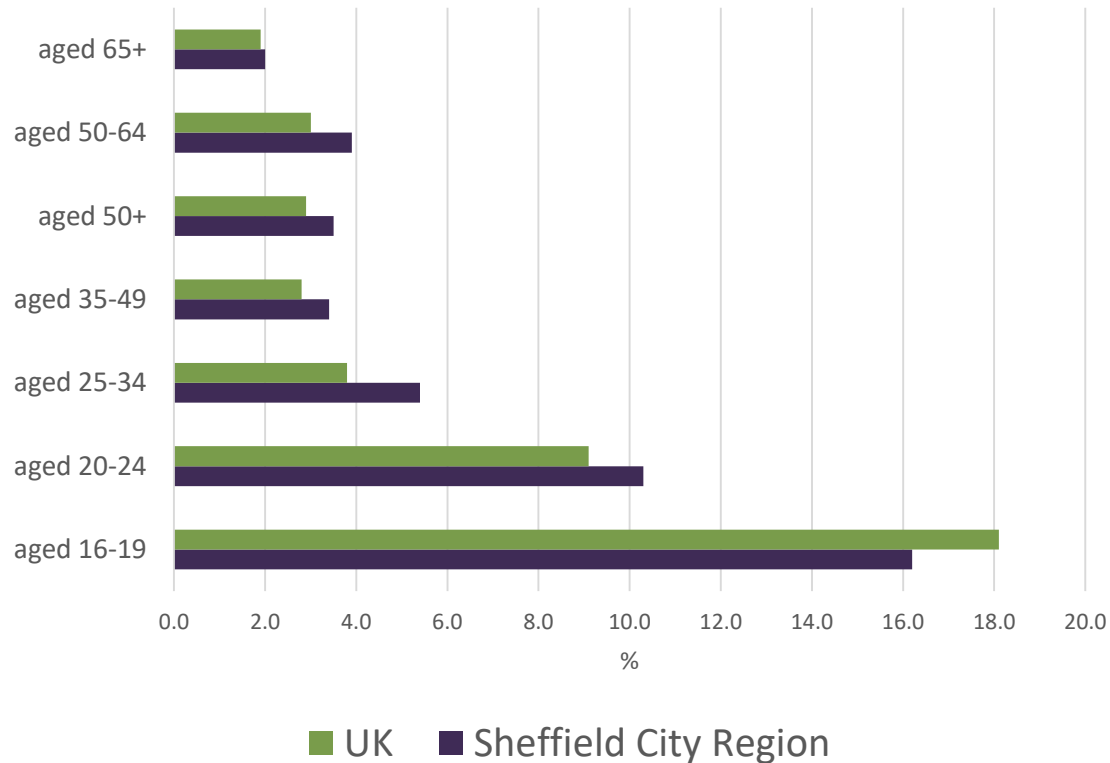
Rotherham

- Administrative & Supportive Service Activities
- Civil Engineering
- Computing & Information Services
- Education
- Food, Drink & Tobacco
- Health
- Machinery & Equipment
- Chemicals
- Computer & Electronic Products
- Construction of Buildings
- Finance
- Fuel Refining
- Land Transport, Storage & Post
- Metal Products

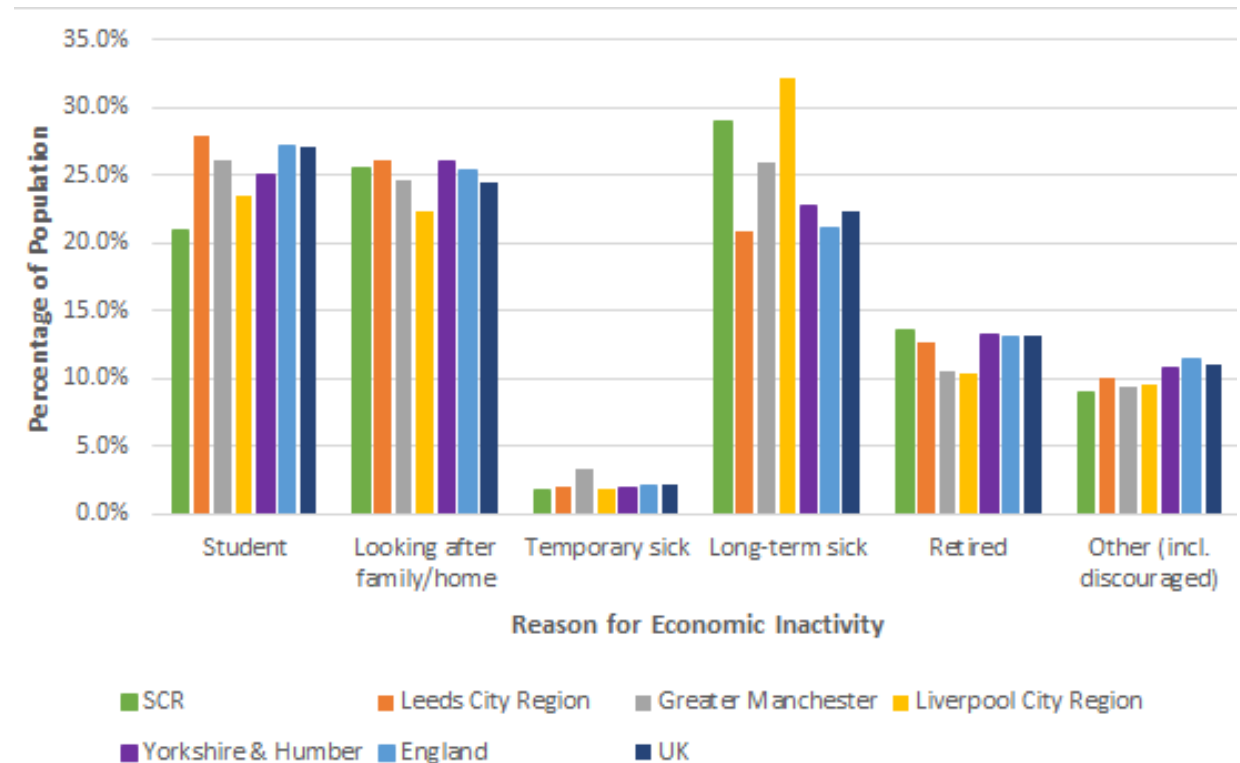


UNEMPLOYMENT & ECONOMIC INACTIVITY

Unemployment Rate



Reasons for Economic Inactivity

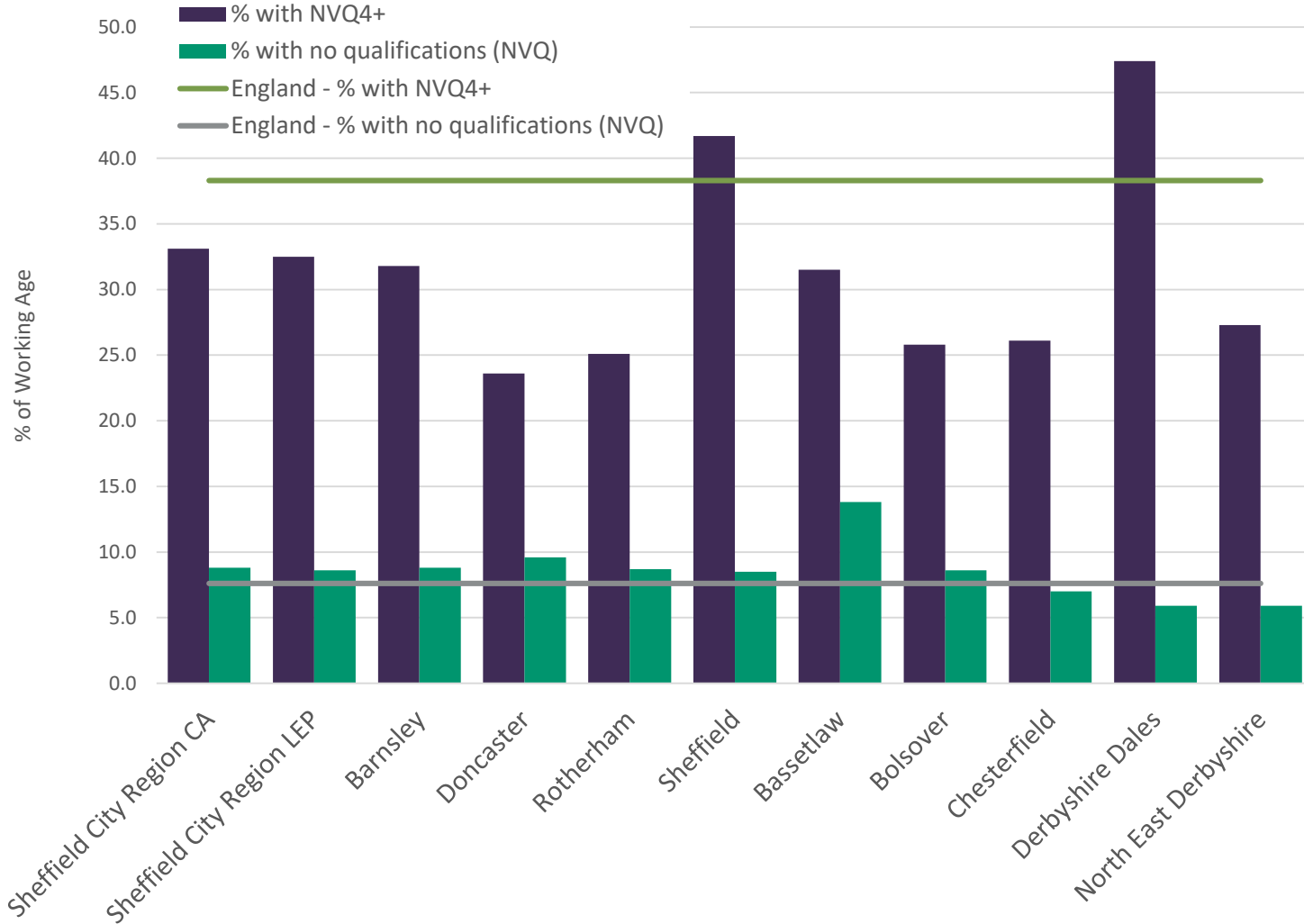


Source: Annual Survey of Hours & Earnings 2018 & Annual Population Survey 2018

Source: ONS – Annual Population Survey 2017

SKILLS

% of residents with NVQ 4 and No Qualifications



Passes in English & Maths (GCSE 2016/17)

Geography	English and maths GCSEs	
	% pupils who achieved a strong 9-5 pass	% of pupils who achieved a standard 9-4 pass
England	40%	59%
Yorkshire and The Humber	41%	62%
Barnsley	39%	60%
Doncaster	39%	58%
Rotherham	37%	59%
Sheffield	39%	60%
Derbyshire	42%	65%
Nottinghamshire	46%	66%

Source: DfE (2018) and Annual Population Survey (2018)

SKILLS IN OUR WORKFORCE

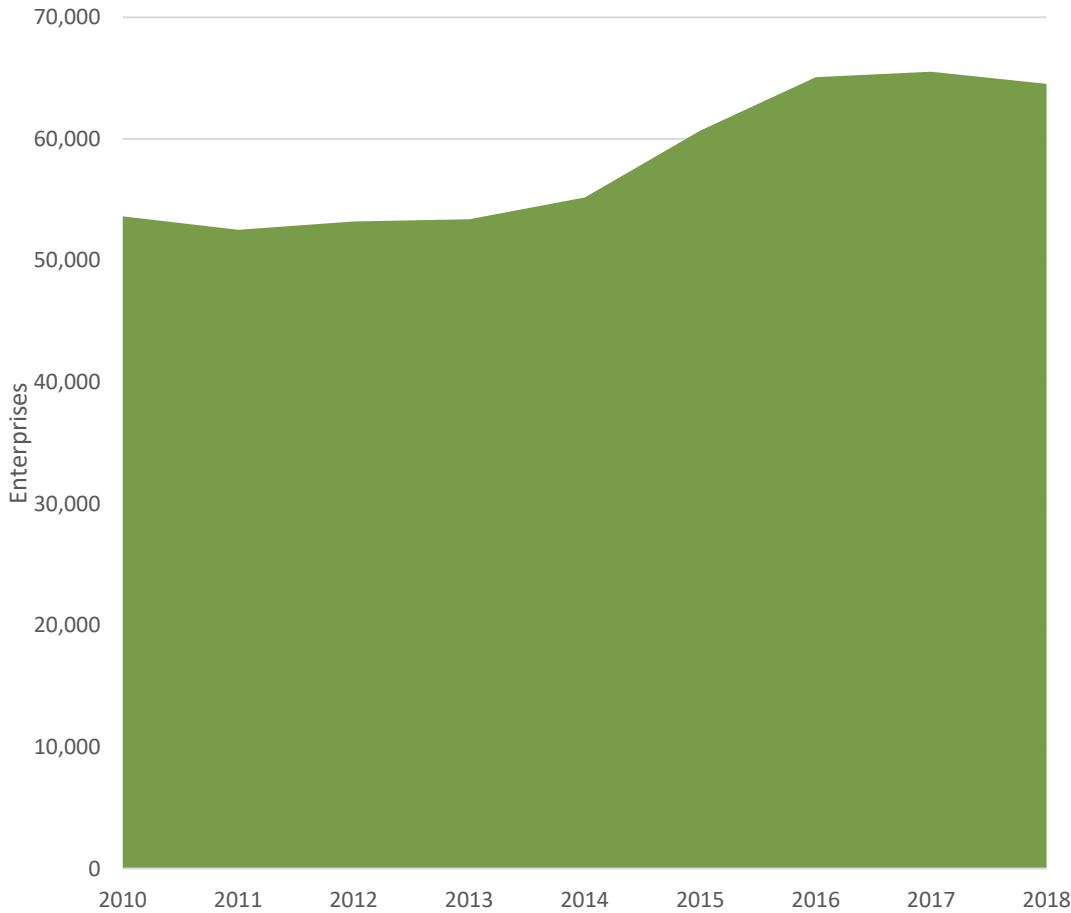
**Current High Level
Skills in Working
Age Population
(2017/8):
32.5%
373,100**

**High Level Skills in
Working Age
Population if share
matched UK levels
(38.3%):
439,450**

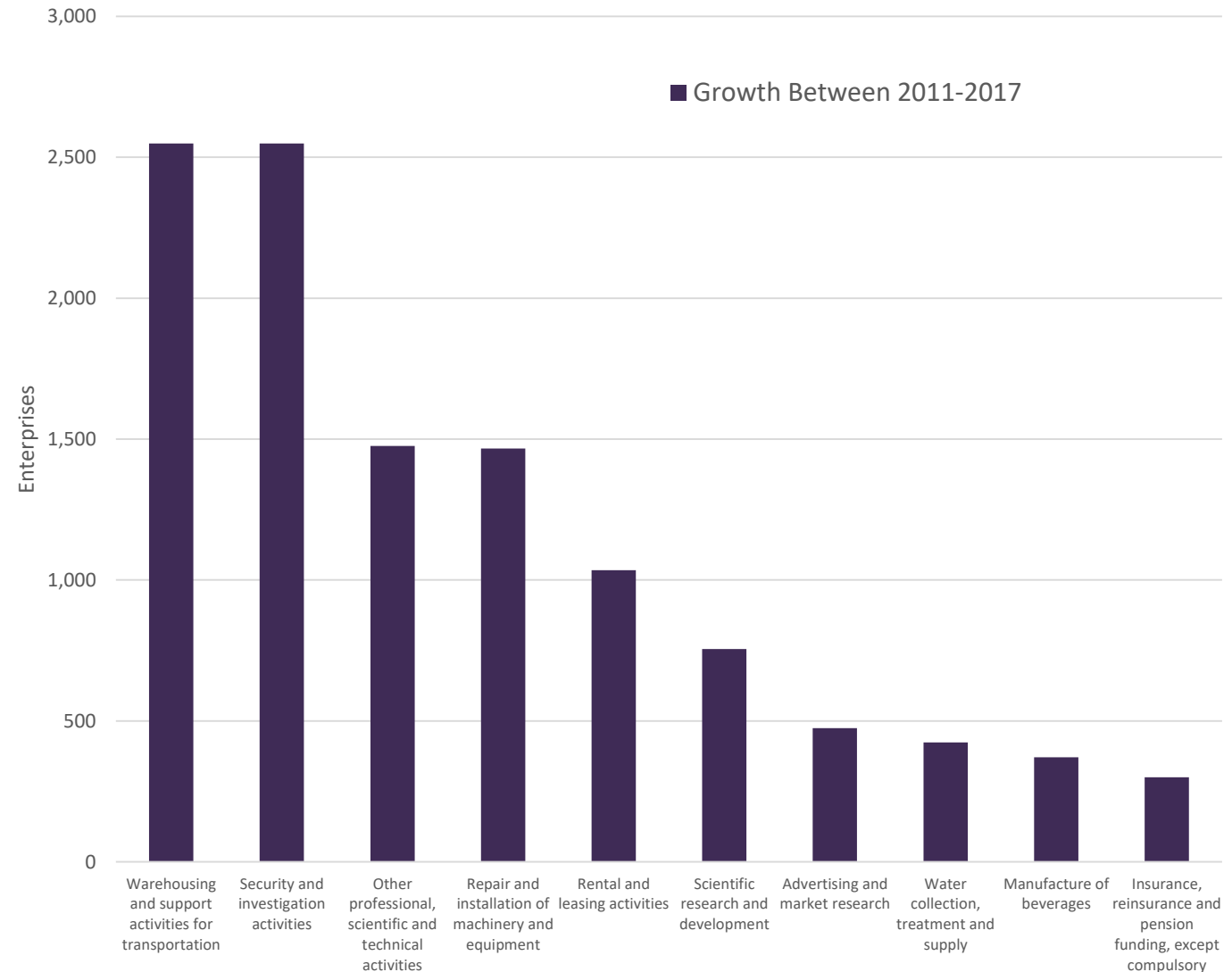
**Gap:
66,000 people**

BUSINESSES

Enterprises by year in Sheffield City Region



Growth "Sectors" in Sheffield City Region

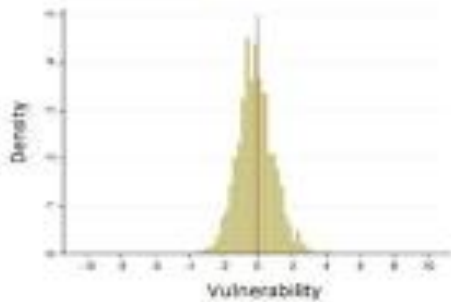
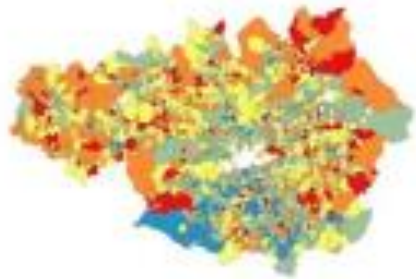
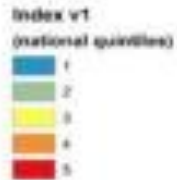


Source: ONS Enterprise Estimates

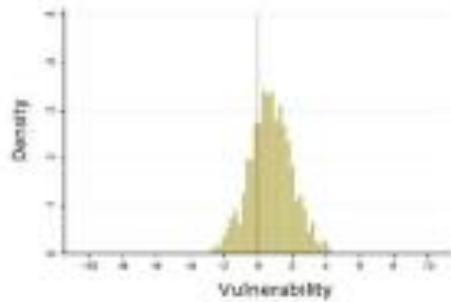
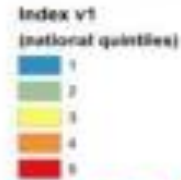
INFRASTRUCTURE

Vulnerability to oil price change (Red = Highly Vulnerable)

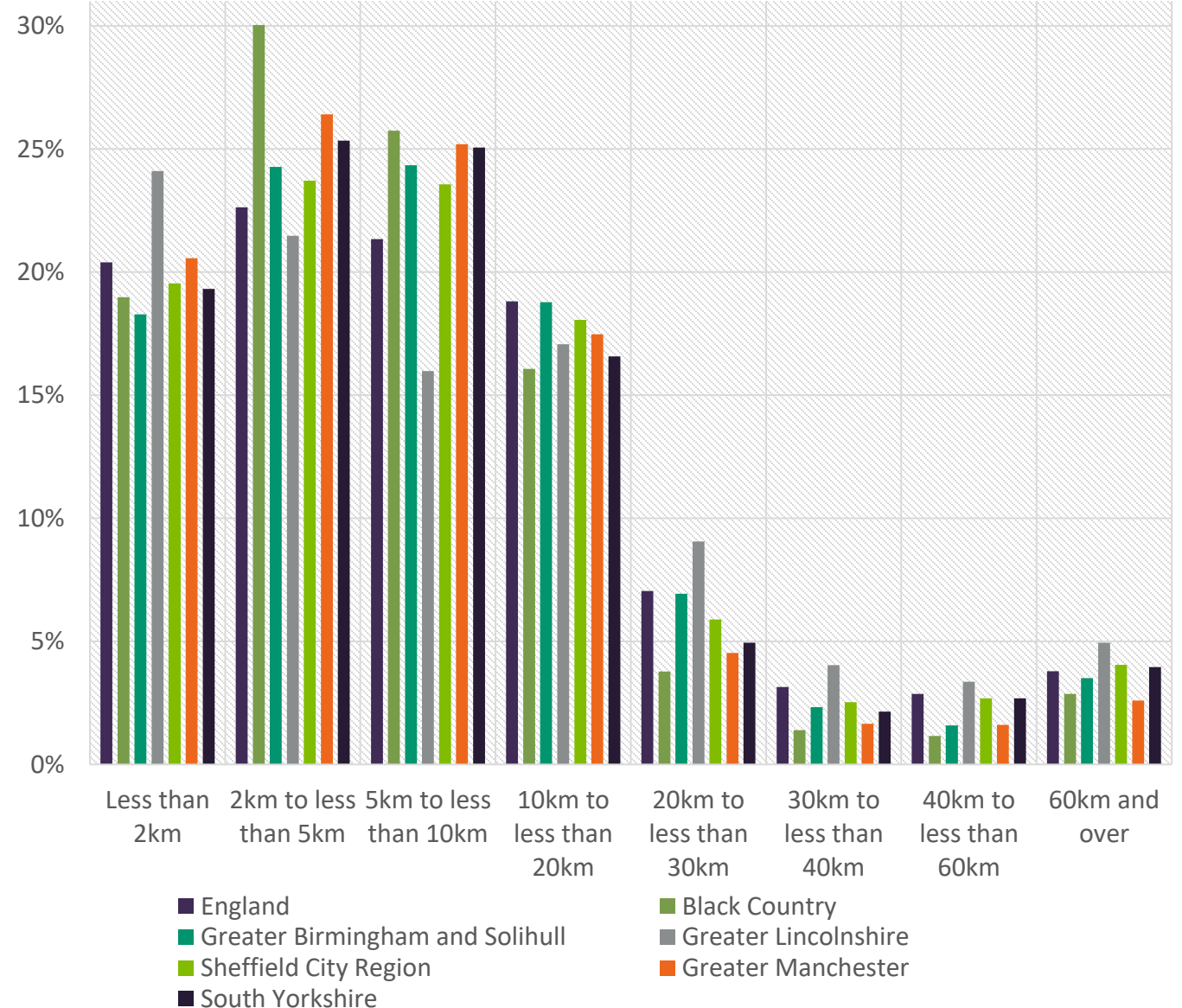
Greater Manchester



Sheffield CR



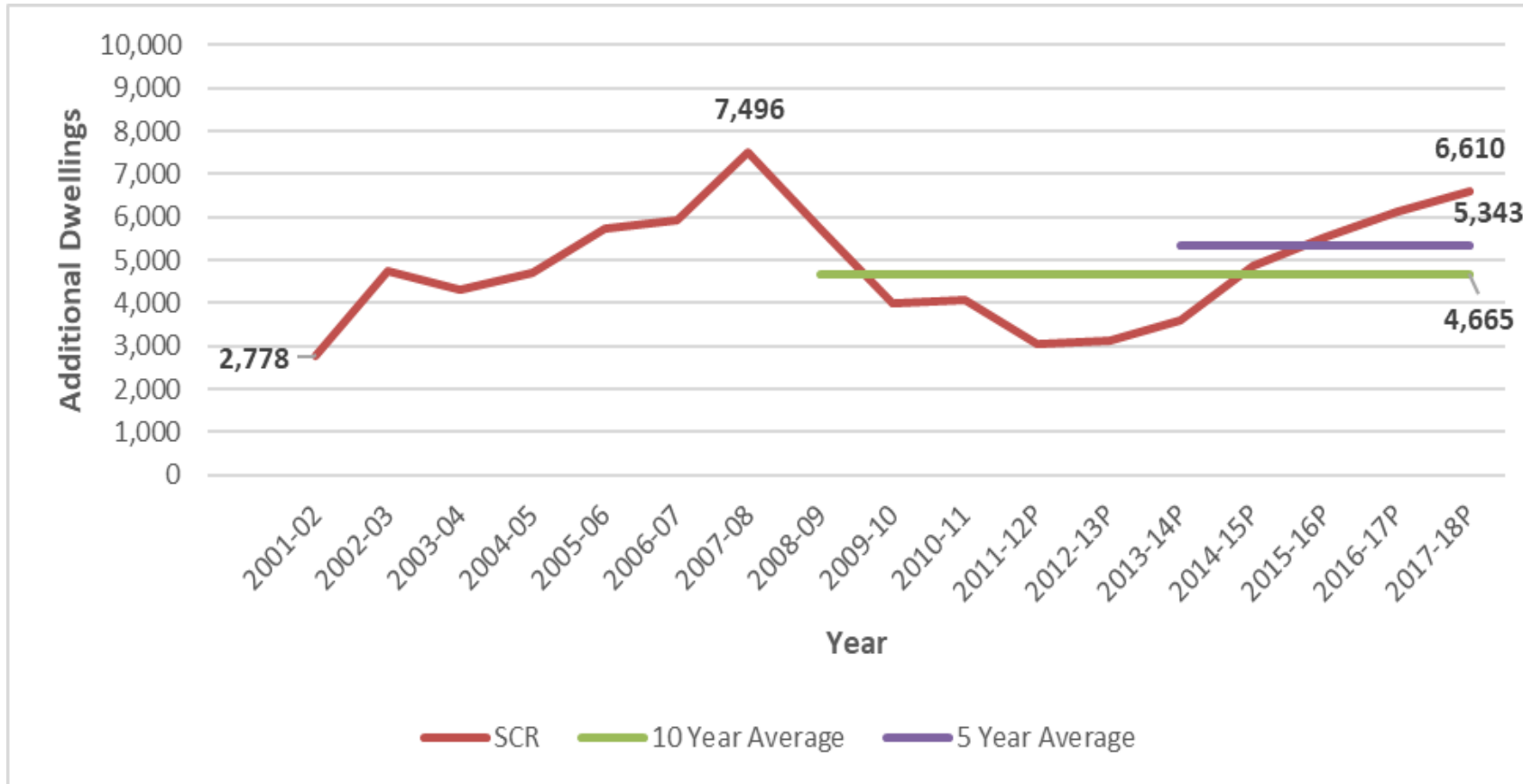
Distance travelled to work



Source: Mattioli, G , Wadud, Z and Lucas, K (2018) Vulnerability to fuel price increases in the UK: A household level analysis. Transportation Research Part A: Policy and Practice, 113. pp. 227-242. & DFT (Yorkshire Figures) 2018

HOUSING

Net Additional Housing



Average house prices

Geography	House Price
England	£249,400
Yorkshire and Humber	£162,000
Barnsley	£124,100
Doncaster	£124,100
Rotherham	£140,600
Sheffield	£167,900
Bassetlaw	£158,100
Bolsover	£125,700
Chesterfield	£157,800
Derbyshire Dales	£267,300
North East Derbyshire	£178,600

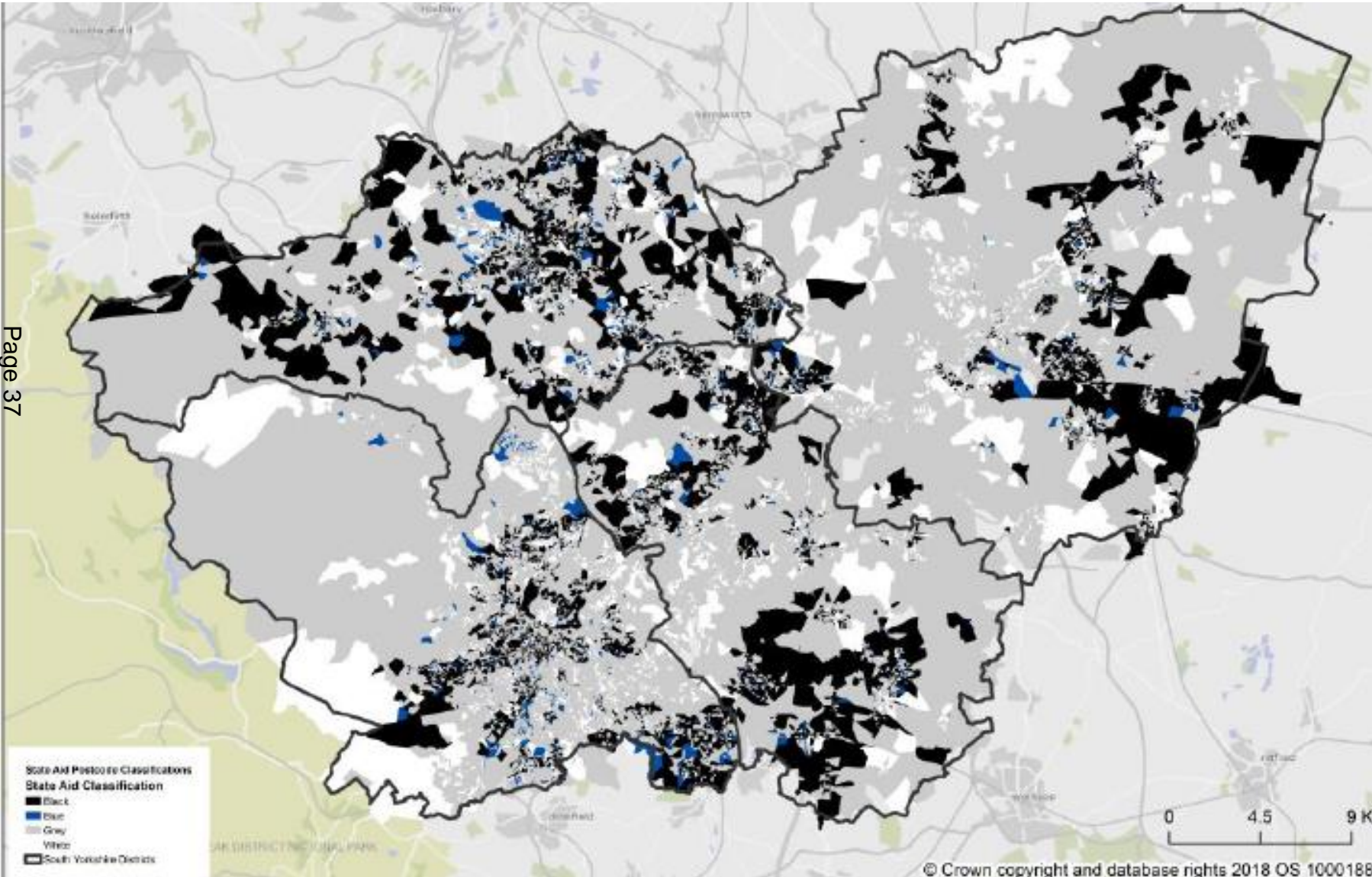
Source: MHCLG Live Table 122; Net Additional Dwellings by Local Authority Districts

DIGITAL

Coverage of superfast broadband (Blue & White = At risk or not covered)

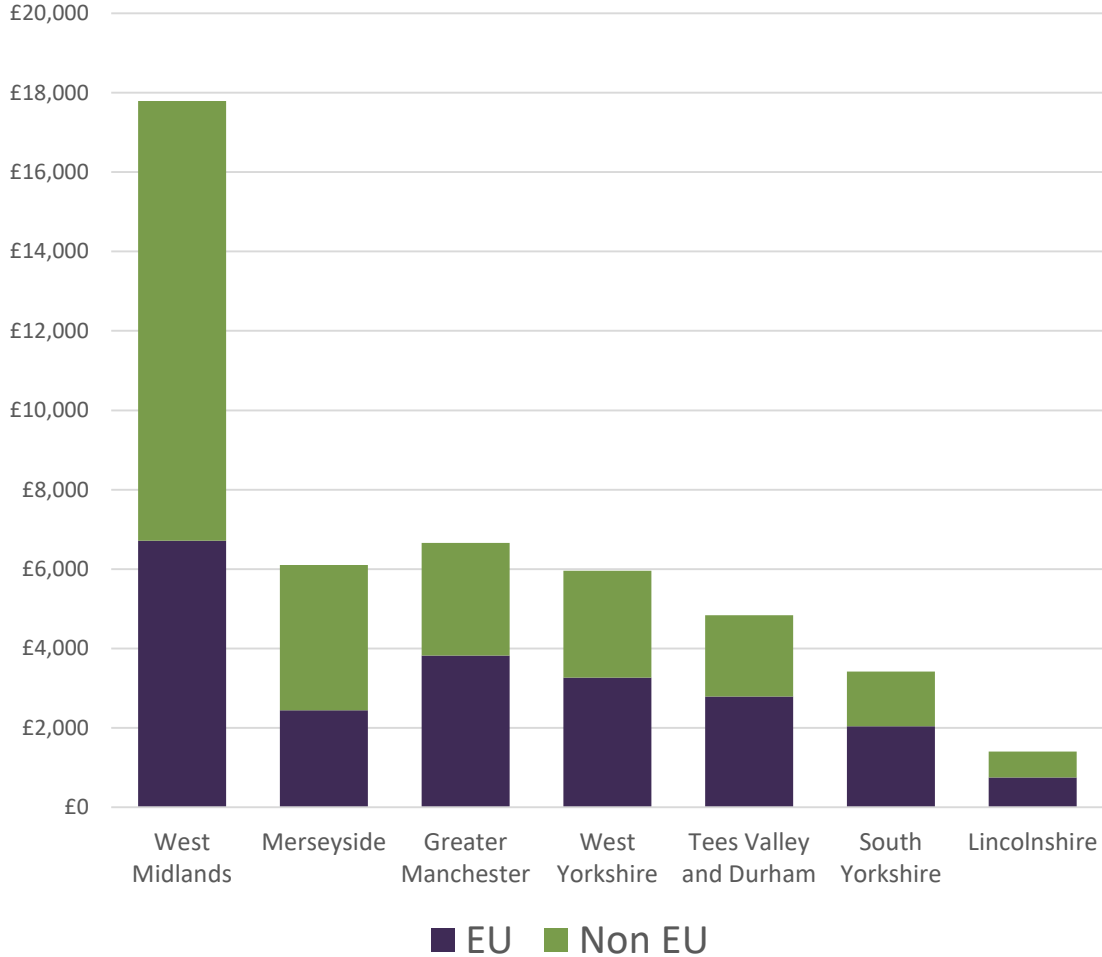
- Although superfast broadband (30mbps) coverage is over 97%, businesses and domestic consumers will require 100mbps to one gigabit connectivity over the next 5-10 years.

This will require full fibre coverage and currently the city region has only half the national average coverage unless FTTP and FTTH investment is accelerated.

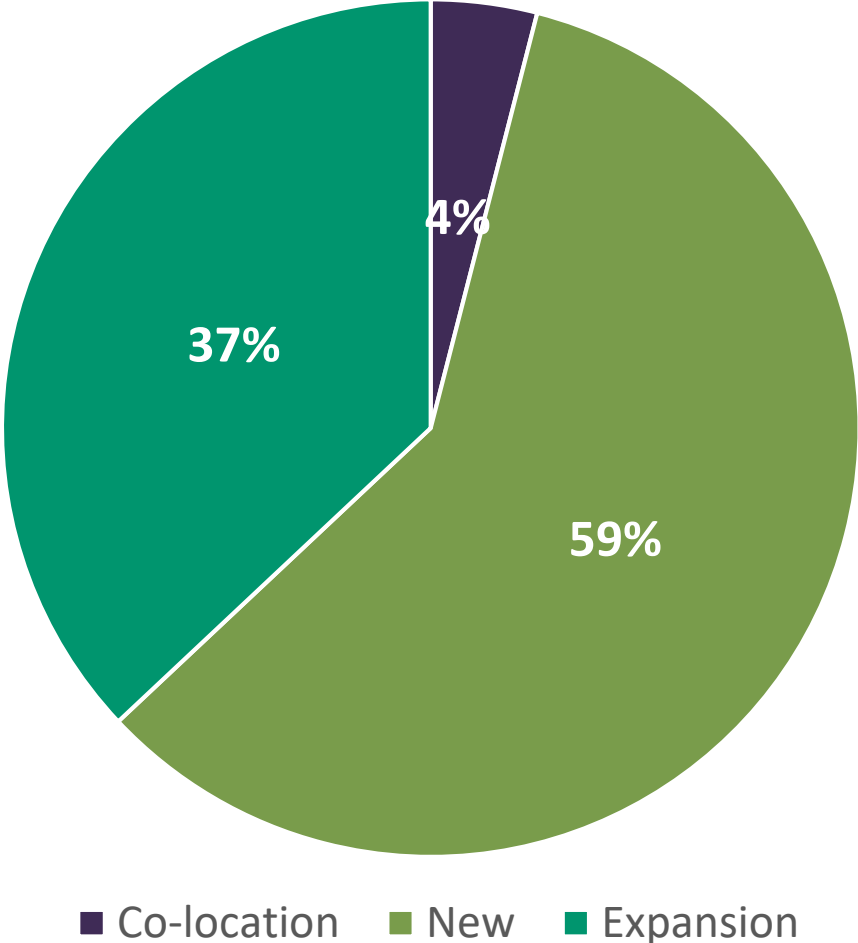


TRADE & INWARD INVESTMENT

EU & Non EU Exports of Goods (by Value)



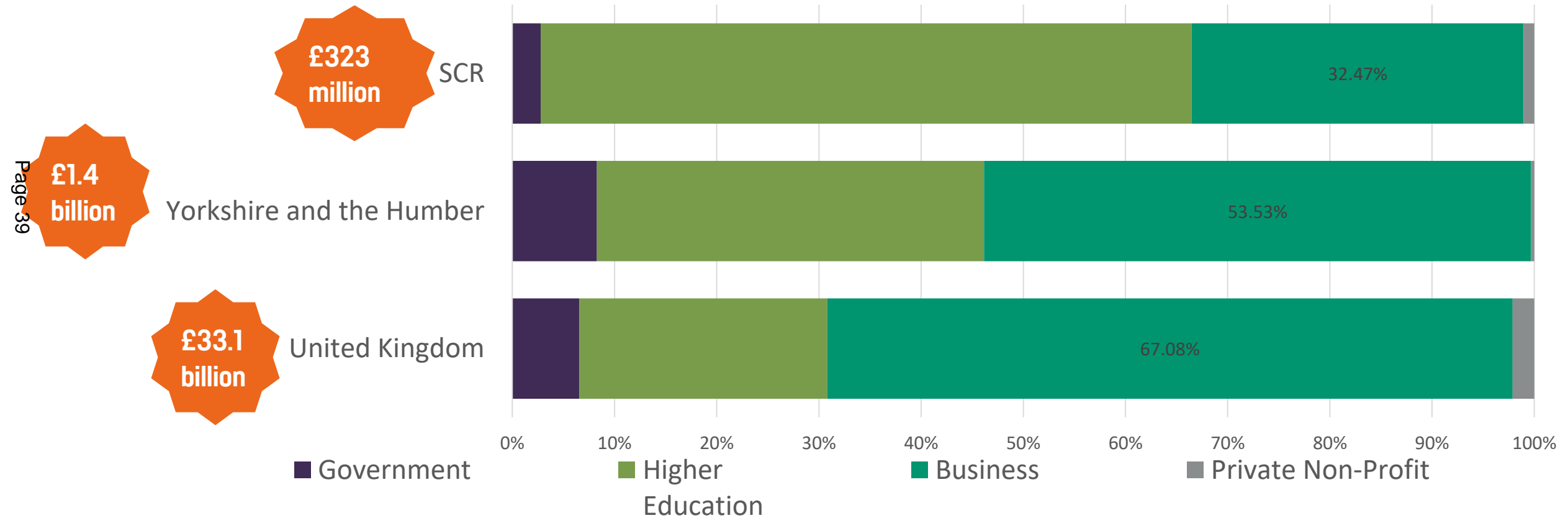
FDI by Project Type 2006-16 (94 Projects)



Source: FDI Trends 2016 & DTI Export Estimates 2018

INNOVATION

Make up of investment in UK R&D



Source: ONS (2018) UK gross domestic expenditure on research and development

PRODUCTIVITY



SCR:
£43,500 per worker

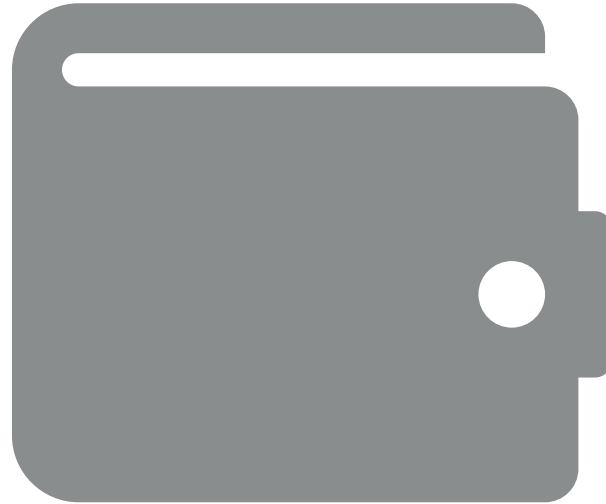


UK (without London):
£49,760 per worker



Current Gap (increasing):
£6,260

WAGES



Wages Residents (2018):

- SCR: £517 per week (annual growth of 1.7%)
- UK: £569 per week (annual growth of 2%)

RESEARCH EXCELLENCE & ENGAGEMENT

Unit of assessment name	Multiple submission name	Rank of World Leading research - 4*	Rank of Internationally Excellent research - 3*/4*
General Engineering		3	3
Architecture, Built Environment and Planning		3 (11)	6 (11)
Civil and Construction Engineering		6	2
Biological Sciences		7 (38)	4 (36)
Computer Science and Informatics		7	6
Public Health, Health Services & Primary Care		11	25
Aeronautical, Mechanical, Chemical and Manufacturing Engineering	Mechanical engineering & Advanced manufacturing	11 (33)	4 (33)
Electrical and Electronic Engineering, Metallurgy & Materials	Electronic & Electrical Engineering	12	5
Electrical and Electronic Engineering, Metallurgy & Materials	Materials Science & Engineering	13	13
Aeronautical, Mechanical, Chemical and Manufacturing Engineering	Chemical & Biological engineering	14	4
Chemistry		18	2
Physics		20	11
Mathematical Sciences		20	11
Clinical Medicine		21	8

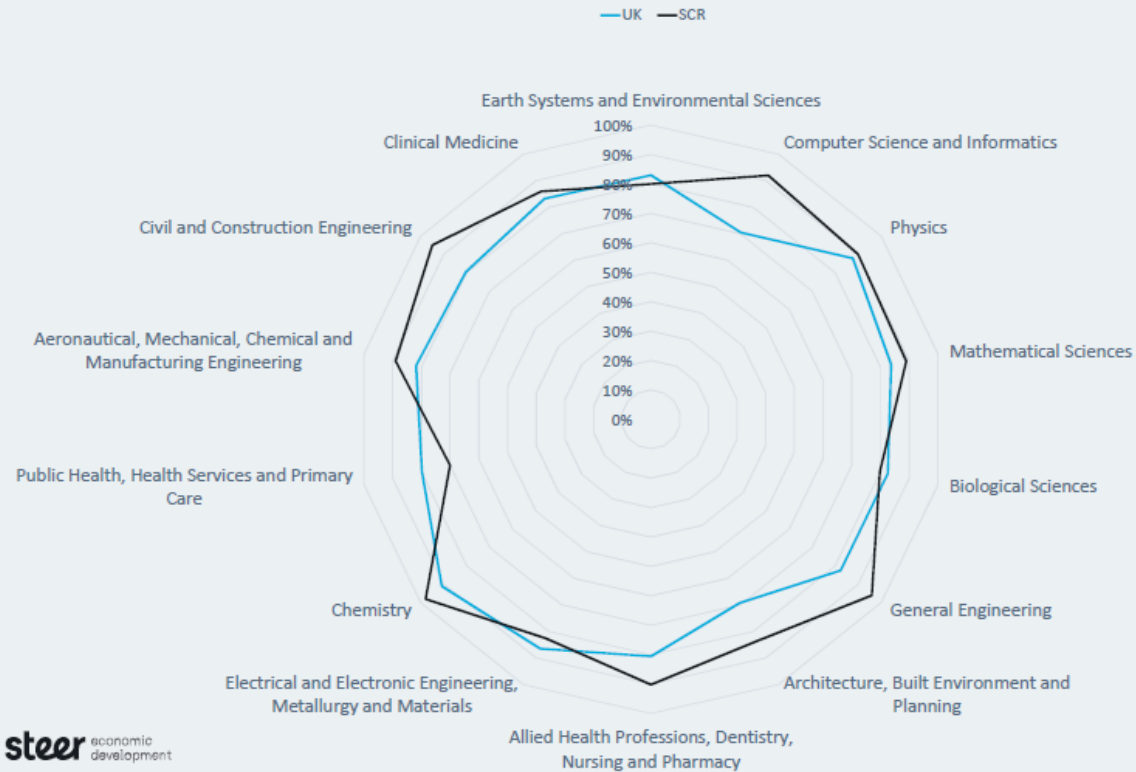
Industry Engagement

University	Number of current KTPs	Rank of number	Value of current KTPs	Rank of value
Sheffield Hallam University	16	10	£1.7m	16
The University of Sheffield	21	7	£2.5m	7

INNOVATION EXPERTISE IN SCR

Research Excellence – Percentage of research Internationally Excellent/World-Class

REF 2014 - Percentage of research classed as “internationally Excellent” (3*) or “World-Leading” (4*)

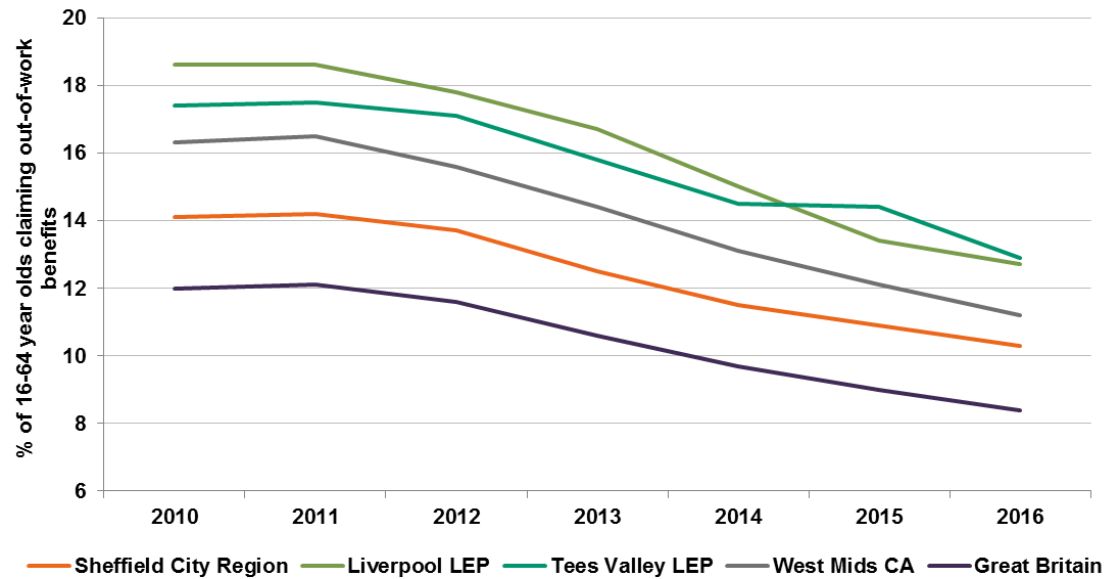


INCLUSIVE GROWTH



OUT-OF-WORK BENEFITS

— Benefit claimant rate as % of 16-64 year olds



— Source: Department for Work and Pensions

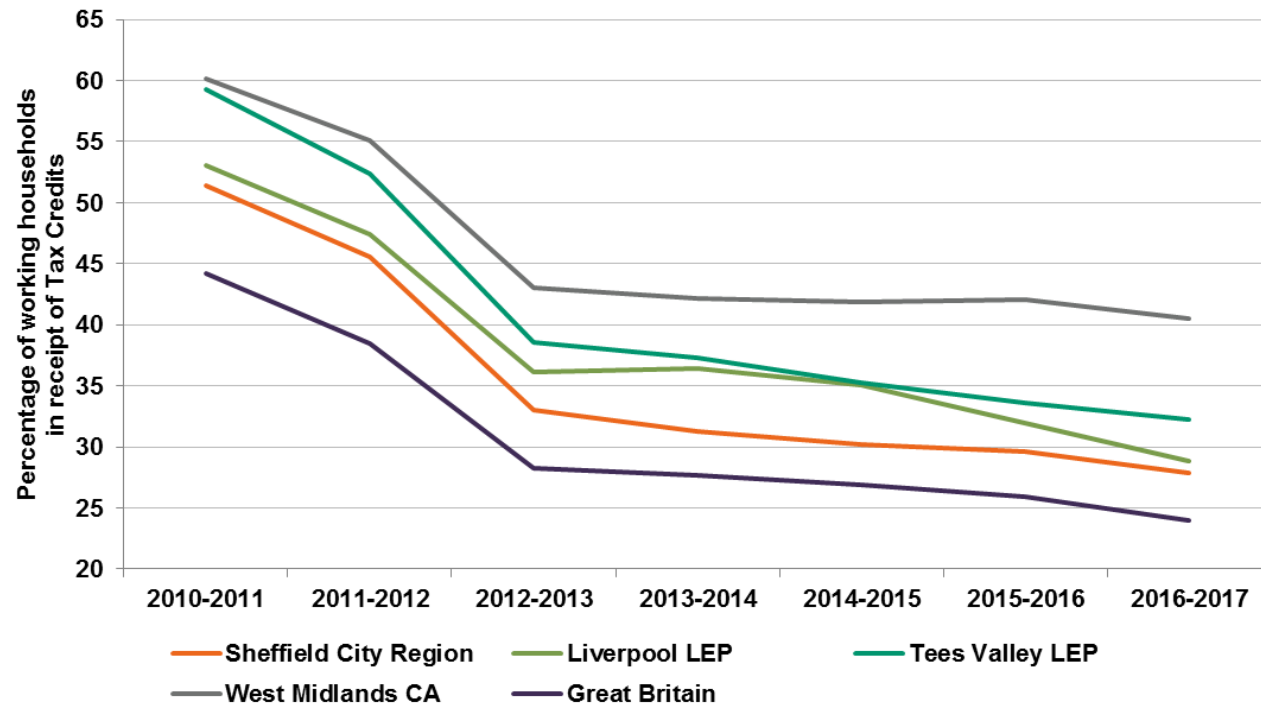
- Working age out-of-work benefits include JSA, ESA and IS for lone parents.
- Between 2010 and 2016, the proportion of the working age population claiming such benefits decreased by 3.8 percentage points in SCR.
- This compares to a fall of 3.6 percentage points nationally and 5.9 percentage points in Liverpool City Region.
- The gap between SCR and the Great Britain average

remained virtually unchanged.

- In 2016, 10.3 per cent of the working age population in SCR were claiming out-of-work benefits compared to 12.9 per cent in Tees Valley CA.
- There is a wide variation in claimant rates within SCR ranging from 11.9 per cent in Barnsley to 4.8 per cent in Derbyshire Dales.

IN-WORK TAX CREDITS

Percentage of working households in receipt of Tax Credits



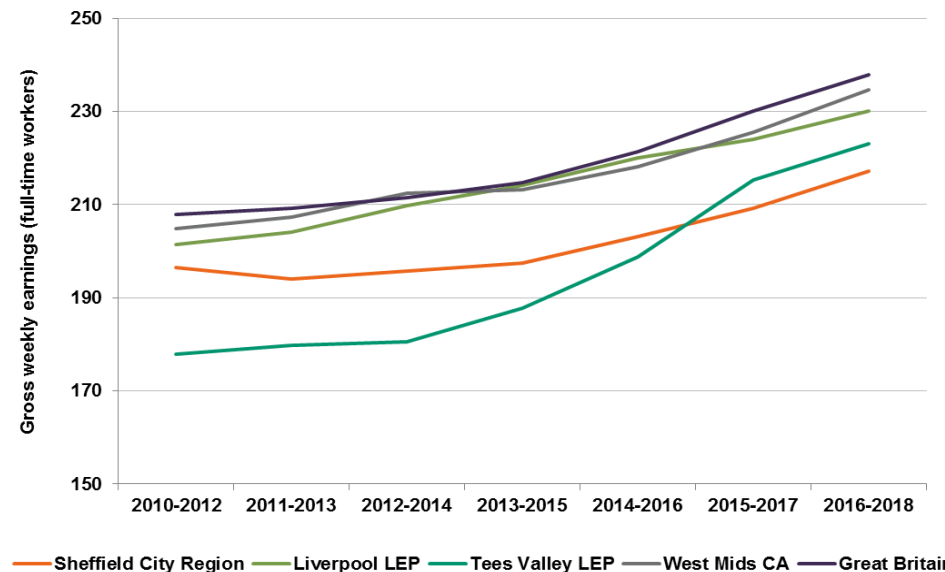
Source: HM Revenue and Customs

- The proportion of working households receiving Tax Credits fell considerably post-2010 partly due to new restrictions to the eligibility criteria.
- In 2016, 27.8 per cent of working households in SCR relied on in-work benefits which was higher than the national rate (24 per cent) but lower than the other benchmark areas.
- There is a wide variation in the rates across SCR ranging from 34.6 per cent of working households in Doncaster and 16.4 per cent in Derbyshire Dales.
- The rate of decline in SCR over the period is similar to that seen nationally, in Liverpool City Region and in Tees Valley.
- West Midlands continued to have a high dependency on in-work benefits.

LOW EARNINGS

- The figures represent the gross weekly earnings for residents (before deductions) of the lowest paid 20 per cent of full-time workers.
- The gradual upward trend reflects the sluggish growth in wages and salaries post-2010.
- SCR experienced the lowest increase of areas considered, from £196 to £217 (11 per cent, as against 14 per cent nationally).
- Authorities within SCR CA experienced similar growth to national trends. But, wages for the workers in the lowest 20 per cent in Derbyshire Dales and NE Derbyshire fell over the period (by 12 per cent and 6 per cent respectively).
- Strong growth in Tees Valley meant that this area overtook SCR wage levels by 2015-2017.
- This meant the gap between SCR and the national average grew from £12 to £21 per week compared to Tees Valley which narrowed the gap from £30 to £15 over the same period.

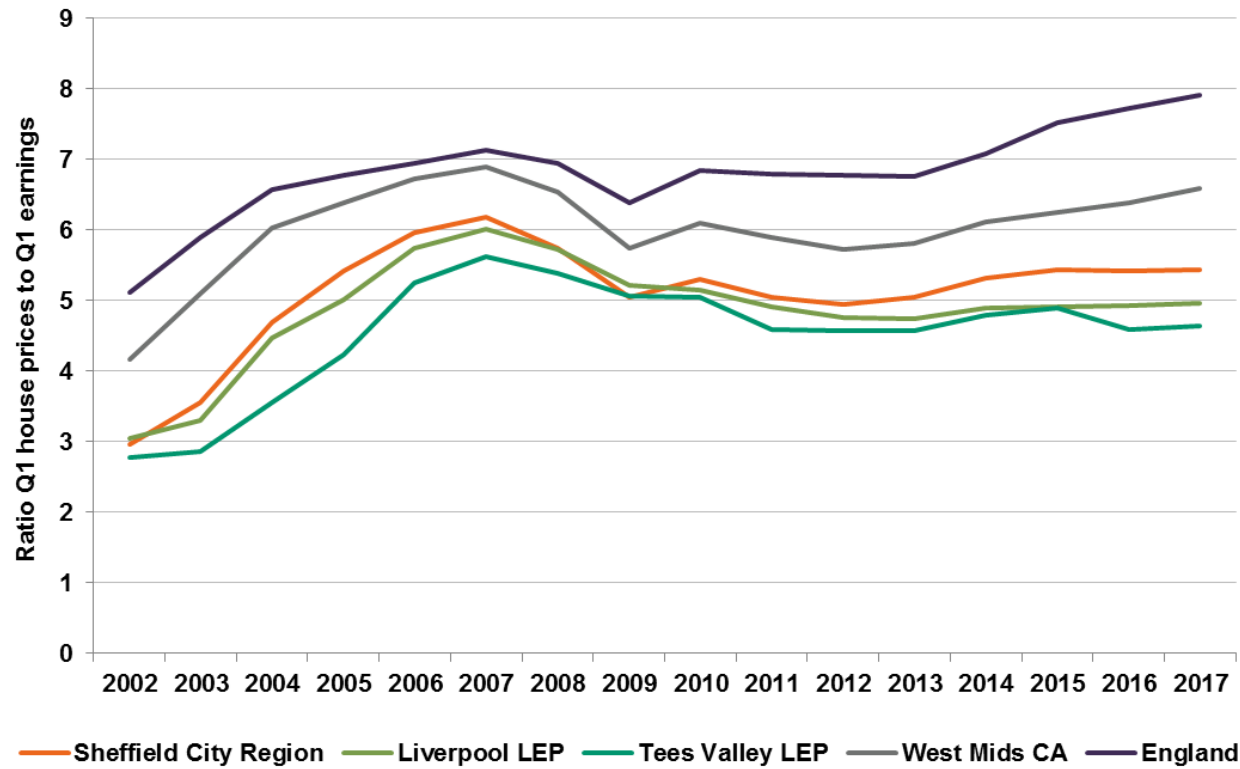
— Lower quintile for weekly earnings, resident analysis



— Source: Office for National Statistics Annual Survey of Hours and Earnings

HOUSING AFFORDABILITY

— Ratio of lower quartile house prices to lower quartile gross annual residence-based earnings

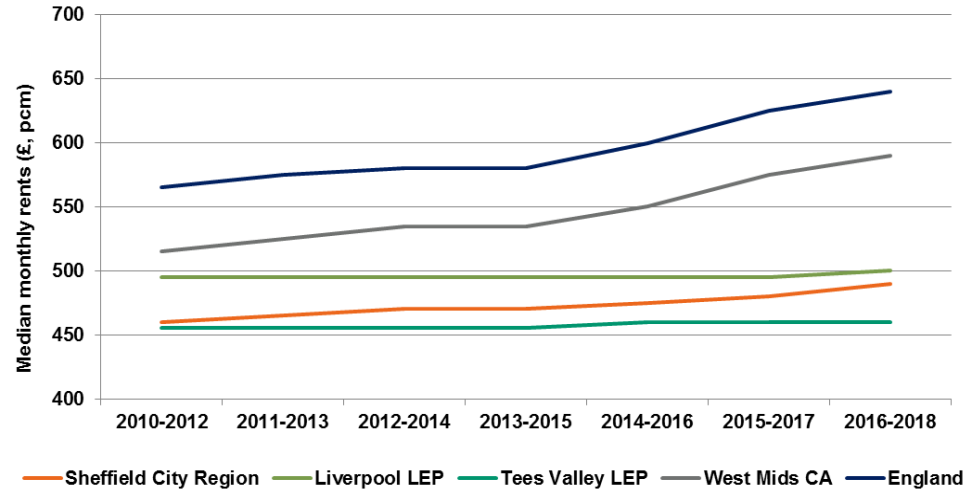


— Source: DCLG Housing Statistics

- Apart from a brief post-crisis dip in 2008/9 the house price/earnings ratio in England has continued to increase (7.9 in 2017).
- This pattern has been mirrored in the West Midlands, albeit at a lower rate.
- In the other three areas the ratio has been more stable in the post-crisis period.
- In Sheffield City Region the ratio increased marginally, from 5.30 in 2010 to 5.44 in 2017.
- Over the same period the ratios for Liverpool City Region and Tees Valley went down slightly, so that both are now below 5.
- In 2017, within SCR the ratio ranged from 4.4 in Barnsley to 7.7 in Derbyshire Dales.

PRIVATE SECTOR RENTS

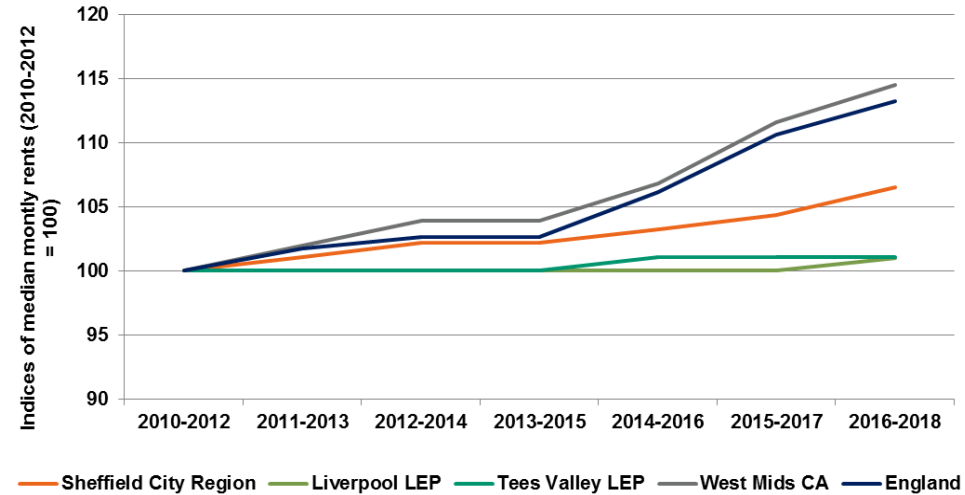
Median monthly rents for private sector two bedroom properties (£p.c.m)



Source: Valuation Office Agency Private Rental Sector Market Statistics

- Private rented sector (PRS) rents in England increased slowly during the first half of the decade, but have grown considerably more recently.
- West Midlands is on a similar trajectory, although its median monthly rent has been consistently £50 below the national average.
- Rent levels have been relatively static in Liverpool City Region and Tees Valley each with a marginal increase of just one per cent during the period.

Indices of median monthly rents for private sector two bedroom properties (2010-2012=100)

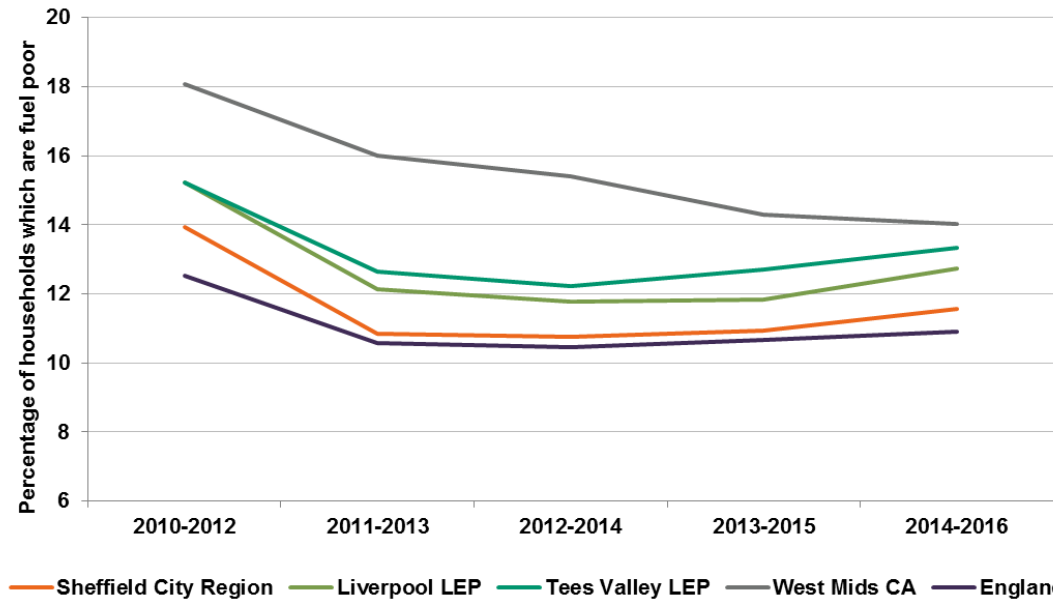


- The median rent in SCR increased by 7 per cent (from £460 to £490) but there is a wide variation within SCR: just 1 per cent increase in Rotherham and 11 per cent in Sheffield.
- This compares with a 13 per cent increase nationally, which widens the gap between SCR and England from £105 to £150 per week.
- Housing Benefit LHA rates for PRS tenants has been frozen since 2016.

FUEL POVERTY

- A decline in fuel poverty was seen across all areas at the beginning of the period.
- With the exception of the West Midlands, fuel poverty rates increased slightly in all other areas between 2012-2014 and 2014-2016.
- Households in fuel poverty in SCR increased by 8 per cent between 2012-2014 and 2014-2016 compared to 6 per cent in England, 10 per cent in Liverpool City Region and 17 per cent in Tees Valley.
- There are approximately 90,000 'fuel poor' households in SCR equivalent to 11.6 per cent of all households; this compares with 10.9 per cent in England.
- Within SCR, fuel poverty rates range from 10.4 per cent in NE Derbyshire to 12.3 per cent in Sheffield.

— Percentage of households which are fuel poor

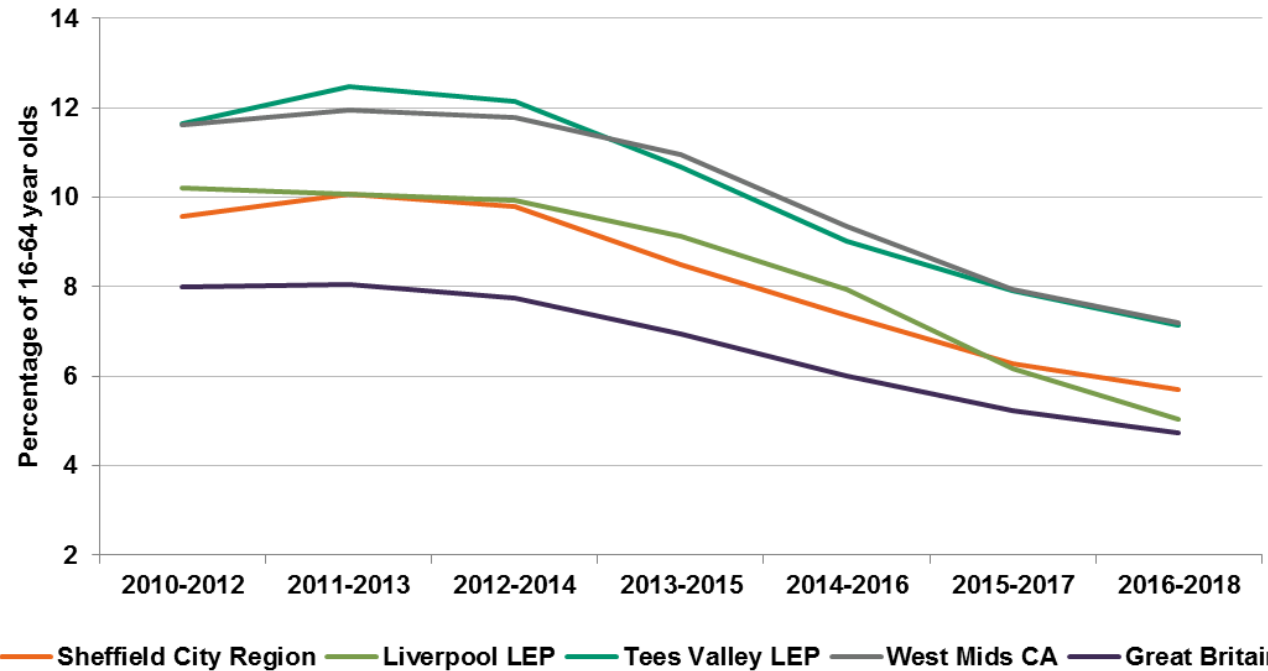


— Source: DECC/DBEIS Fuel poverty sub-regional statistics

Inclusion: Living costs dimension

UNEMPLOYMENT

Unemployment as a percentage of 16-64 year olds



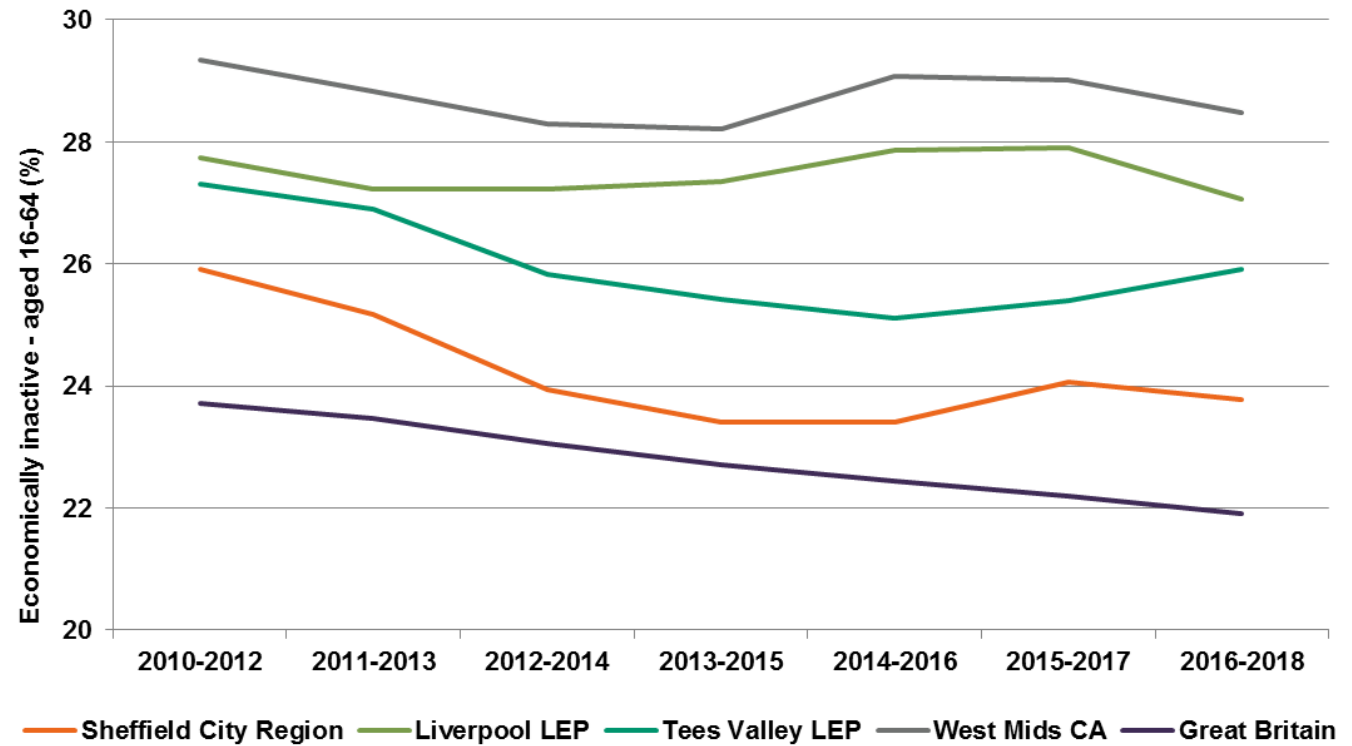
Source: Annual Population Survey

- These figures relate to all those who are actively seeking work and are able to start work.
- The unemployment rates peaked across all areas in 2011-2013 and have fallen continuously since then.
- Unemployment dropped by 42 per cent in SCR since 2011-2013 similar to the patterns elsewhere: Tees Valley (-43 per cent), West Midlands (-37 per cent) and Great Britain (-39 per cent).
- Unemployment in Liverpool City Region halved over the same period and by 2016-2018 the unemployment rate stood at 5 per cent compared to 4.7 per cent in Great Britain .
- In 2016-2018, the unemployment rate in SCR was 5.7 per cent but ranged from 3.3 per cent in NE Derbyshire to 6.6 per cent in Sheffield.

ECONOMIC INACTIVITY

- Although there has been a steady decrease in economic inactivity rates in Great Britain as a whole, trends in the four sub-national areas have been more variable.
- In SCR the rate fell quickly at first, almost approaching the national average, before increasing again from 2014-2016.
- This means that the current gap between the two remains the same as in 2010-2012.
- The three comparator areas all have higher economic inactivity rates, with Liverpool City Region and West Midlands respectively standing at 3.3 and 4.7 percentage points above Sheffield City Region.

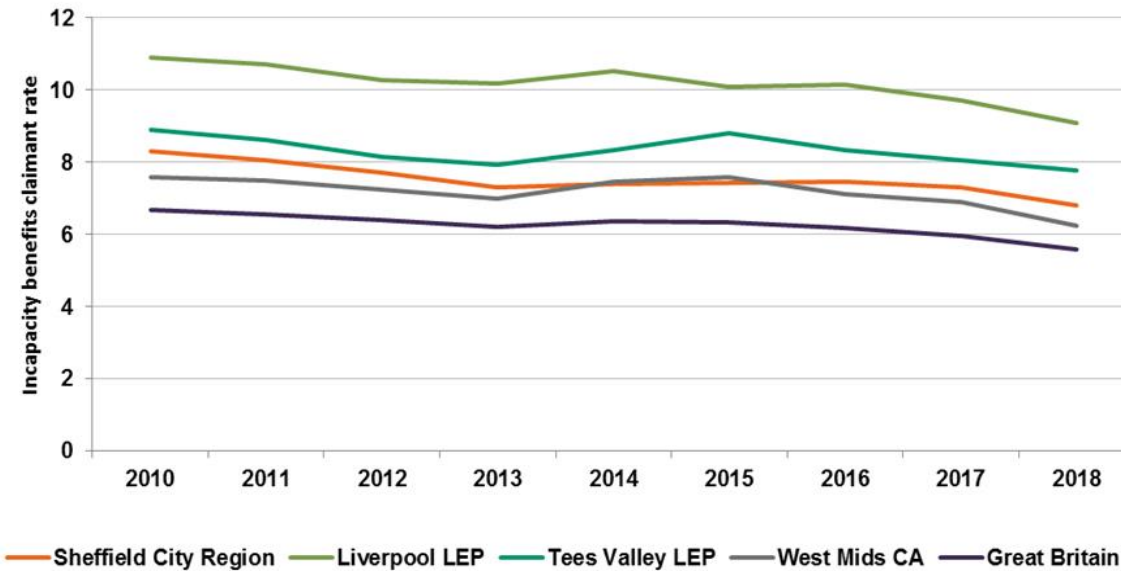
— Economically inactive (aged 16-64)



— Source: Annual Population Survey

INCAPACITY BENEFITS

— Incapacity benefits claimant rate as percentage of 16-64 year olds



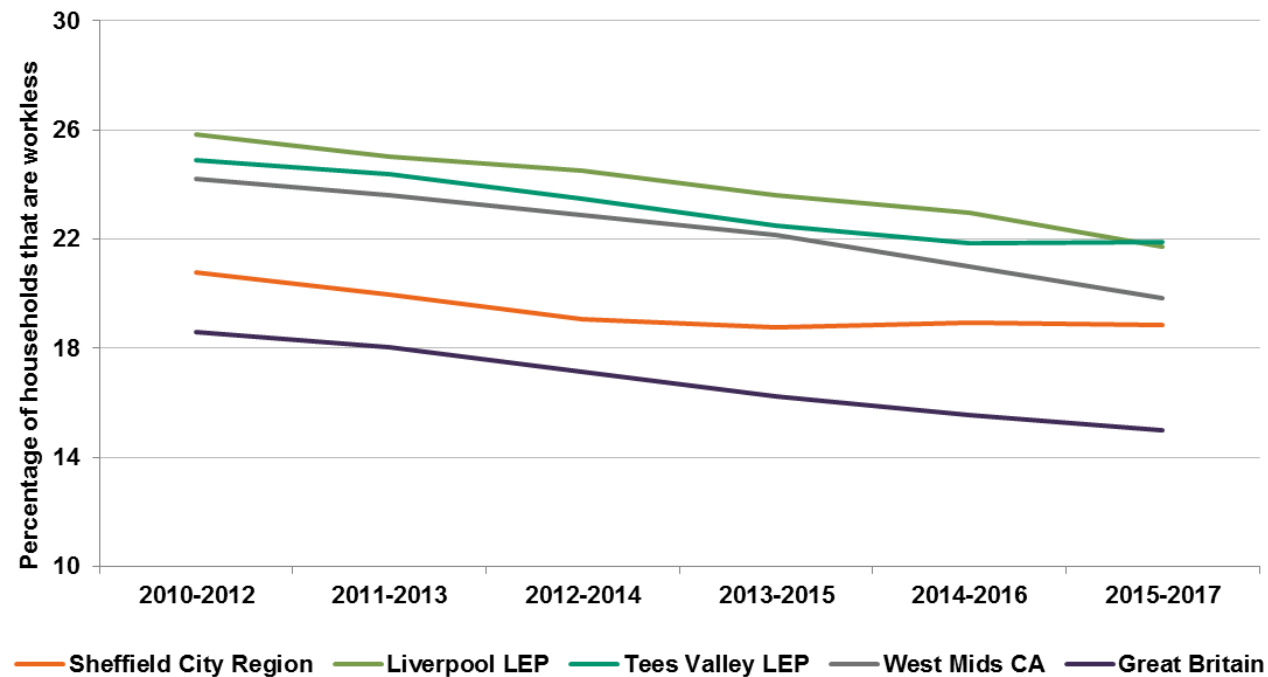
— Source: DWP

- These are income-replacement benefits for those unable to work due to sickness or disability and includes: ESA, it's predecessors IB and SDA, and new claimants of Universal Credit Limited Capability to Work.
- There are 80,000 claimants of incapacity benefits in SCR and they account for two out of three of all out-of-work benefits claimants in SCR.
- Between 2010 and 2018, the claimant rate in SCR decreased by 1.5 percentage points compared to a fall of 1.1 percentage points nationally.
- In 2018, 6.8 per cent of the working age population in SCR claimed incapacity benefits. Whilst higher than the national rate of 5.6 per cent it is far lower than Liverpool City Region with a rate of 9.1 per cent.
- In 2018, the incapacity benefits claimant rate ranged from 8.1 per cent in Chesterfield to 4 per cent in Derbyshire Dales.
- The claimant rate in Barnsley fell the fastest of all SCR districts by 3.4 percentage points to 7.4 per cent in 2018.

WORKLESS HOUSEHOLDS

- The number of workless households has declined since the recession.
- However, in SCR the rate plateaued in 2012-2014 at around 19 per cent whereas in the other areas and nationally the rate continued to decline.
- The gap between SCR and the national rate therefore increased from 2.6 percentage points in 2012-2014 to 4.4 percentage points in 2015-2017.
- The rates vary widely within SCR with 20.2 per cent of working age households in Barnsley being workless compared to 11.9 per cent in Derbyshire Dales.

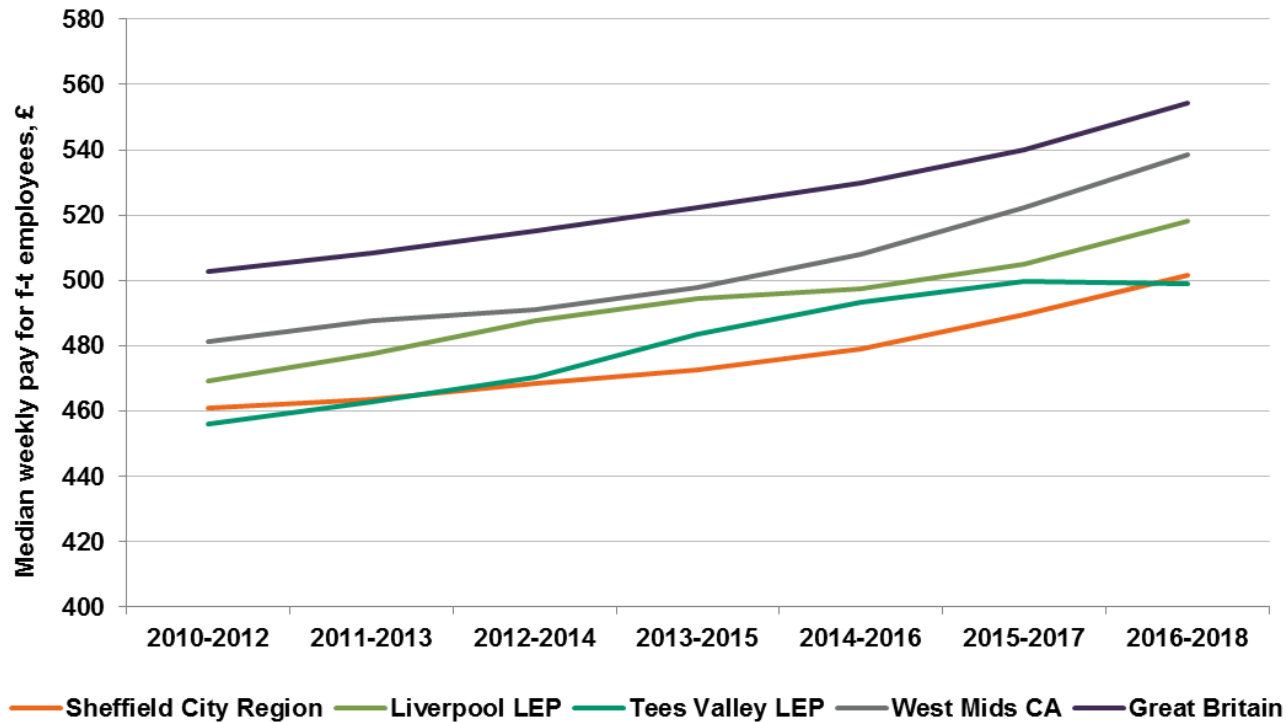
Percentage of working age households with no one in work



Source: Annual Population Survey - households by combined economic activity status

WAGES AND EARNINGS

– Median gross weekly pay, full-time employees

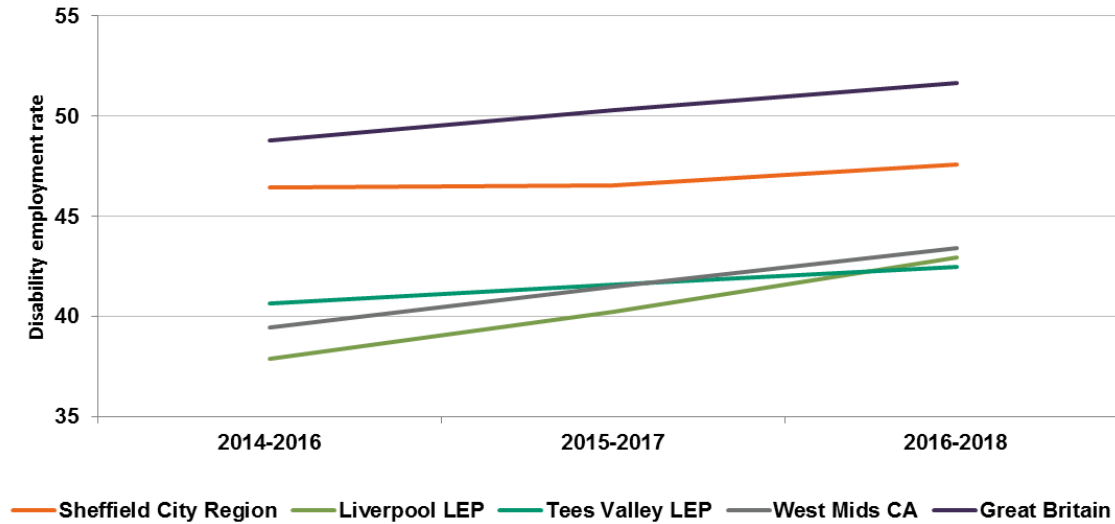


– Source: Annual Survey of Hours and Earnings - Workplace analysis

- Median gross weekly pay for full-time employees has grown at a similar pace across areas: 10 per cent in Great Britain and Liverpool City Region, 9 per cent in SCR and Tees Valley, 12 per cent in West Midlands.
- In SCR the median weekly wage is £502 which is £53 lower than the national average. This gap has increased over the period.
- There are big differences within the region ranging from £447 a week for employees in Bolsover compared to £527 a week for those in Sheffield.
- Workers in Barnsley experienced 15 per cent wage growth over the period compared to 3 per cent in Chesterfield.

DISABILITY EMPLOYMENT RATE

— Disability employment rate 16-64 year olds



Source: Annual Population Survey

- Increasing employment amongst people with long-term health conditions or people with disabilities is a key objects of the Government's Improving Lives White Paper.
- Nationally, employment rates for this group (Equality Act Core or Work Limited disabled) is far lower than amongst the non-disabled in 2016-2018; 51.6 per cent compared to 80.8 per cent.
- National employment rates amongst people with long-term health conditions or disabled people have improved since 2014-2016 by 2.9 percentage points.
- SCR experienced a slower rate of increase over the period

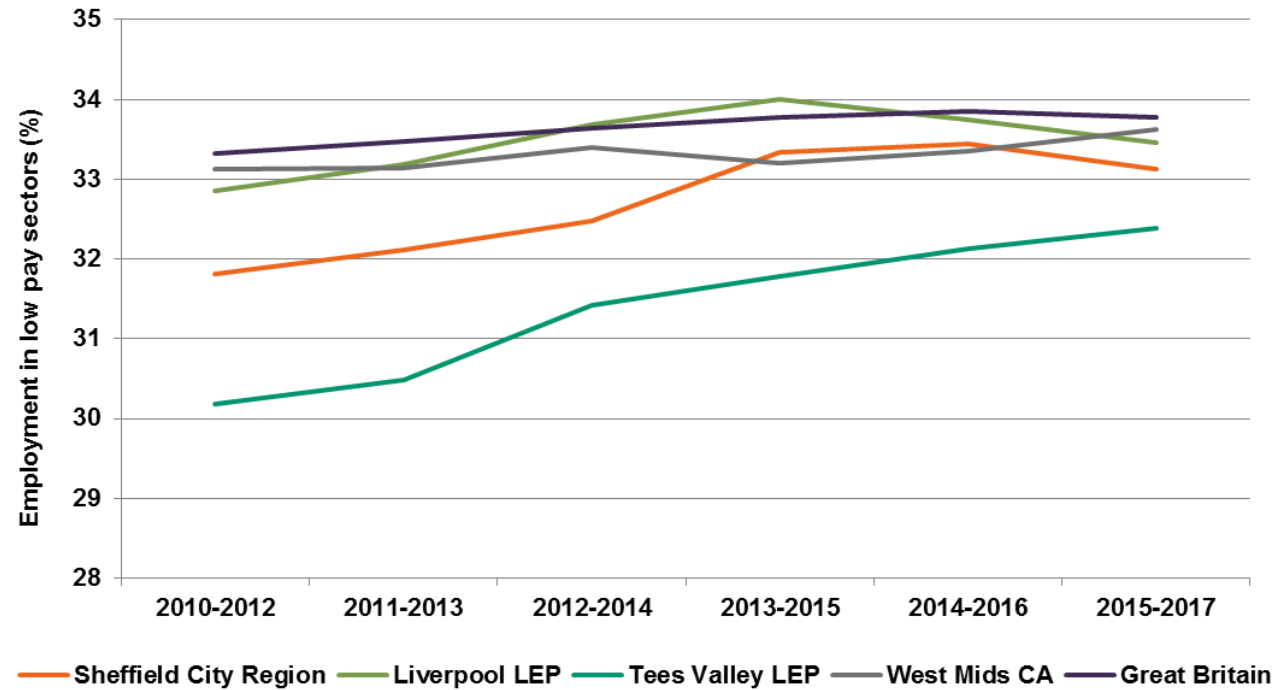
of 1.2 percentage points to 47.6 per cent.

- This compares to an SCR employment rate for the non-disabled group of 80 per cent which is closer to the national average for this group.
- However, the disability employment rate in SCR is far higher than in the other comparator areas: Tees Valley, 42.5 per cent; Liverpool, 43 per cent; and West Midlands 43.4 per cent.

EMPLOYMENT IN LOW PAY SECTORS

- The proportion of employment which is in low pay sectors increased over time in SCR to 33.1 per cent in 205-2017, bringing it closer to the national average (33.8 per cent).
- With the exception of the Tees Valley LEP, SCR is slightly below the comparator areas.
- The 11 per cent growth in employment in low pay sectors in SCR is on par with the 10 per cent seen nationally.
- Within the SCR growth of 4 per cent was seen in Chesterfield and NE Derbyshire and 16 per cent was seen in Barnsley and Derbyshire Dales.

— Employment in low pay sectors

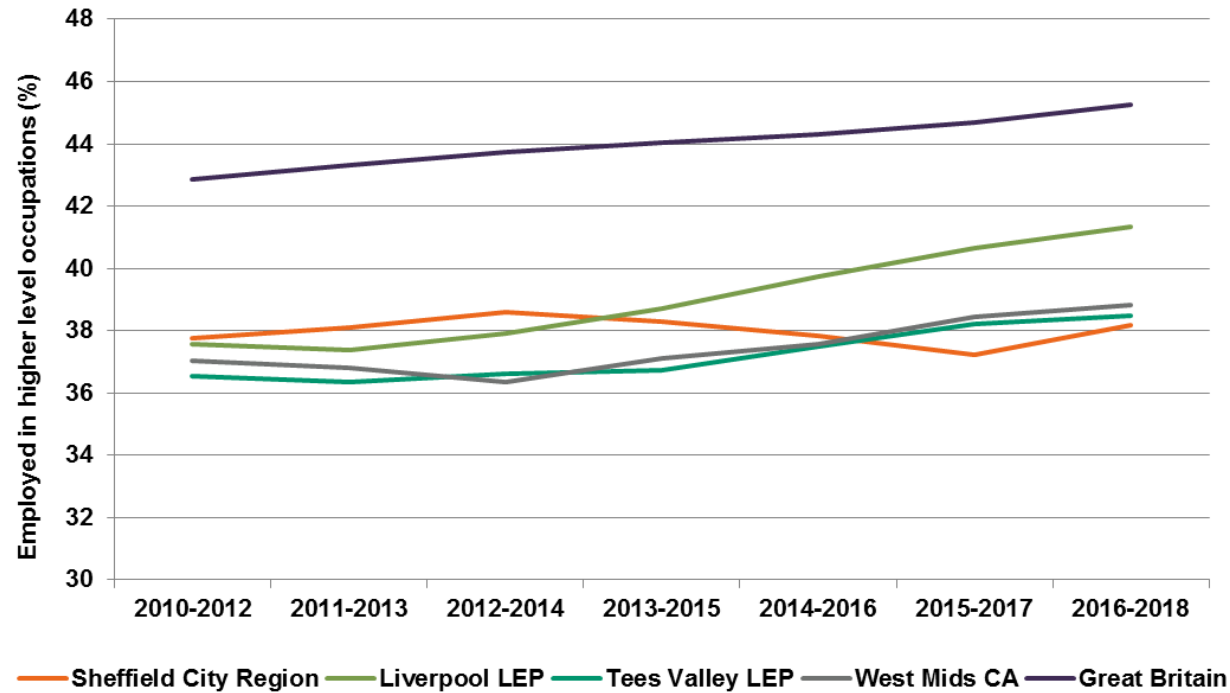


— Source: Business Register and Employment Survey

Notes: Low pay sectors include 'Wholesale and retail trade; repair of motor vehicles and motorcycles', 'Accommodation and food service activities', 'Administrative and support service activities', 'Residential care activities'.

HIGHER LEVEL OCCUPATIONS

— Employment in higher level occupations



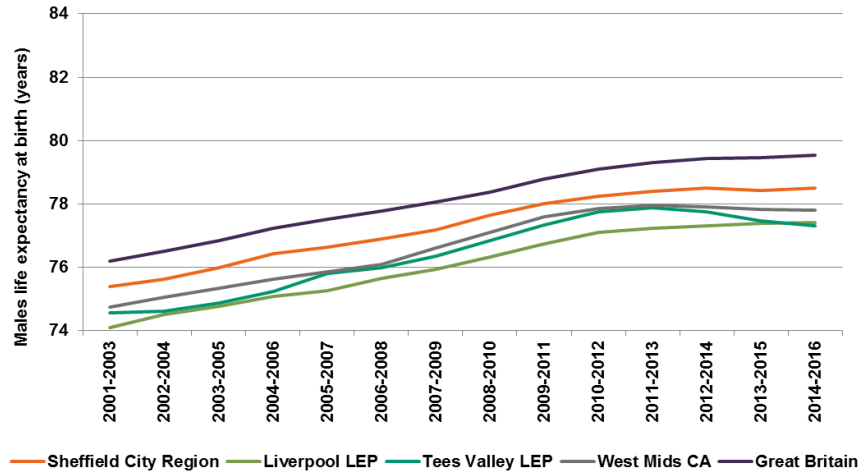
— Source: Annual Population Survey

Notes: Higher level occupations includes: SOC 1- Managers, Directors and Senior Officials; SOC 2 - Professional Occupations; SOC 3 - Associate Professional and Technical Occupations.

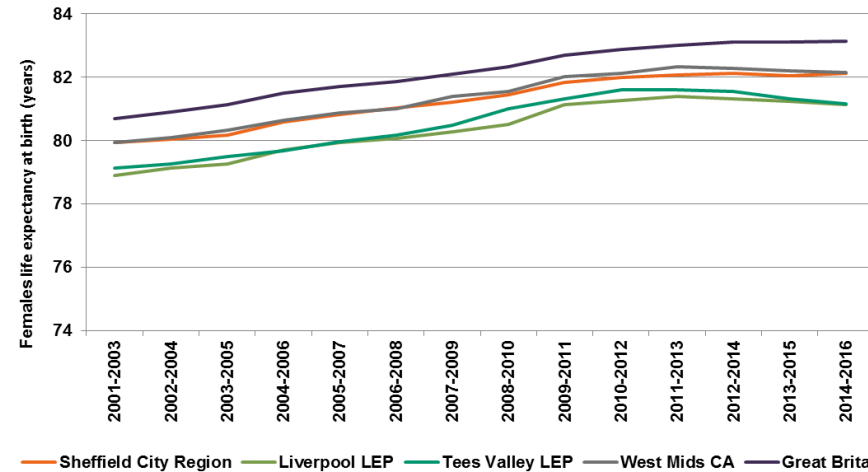
- 38 per cent of residents in SCR were employed in higher level occupations in 2016-2018 compared to 45 per cent nationally.
- Whilst the Tees Valley and West Midlands have comparable rates to Sheffield City Region, the Liverpool LEP has seen a much more rapid growth.
- The number of jobs in higher level occupations increased by 10 per cent in SCR over the period which is similar to the growth in Tees Valley.
- National growth of jobs in these sectors was 15 per cent, 16 per cent in West Midlands and 18 per cent in Liverpool.

LIFE EXPECTANCY AT BIRTH

— Males Life Expectancy at Birth (years)



— Females Life Expectancy at Birth (years)



— Source: Office for National Statistics

- Life expectancy for both males and females has increased nationally, and across the comparator areas, since the turn of the century.
- Life expectancy for both males and females appears to have plateaued somewhat since the early 2010s.
- The life expectancy of males born in 2014-2016 in SCR was 78.5 years and for females was 82 years.
- The gain in life expectancy over the period is similar to nationally, is higher than in the comparator areas for men

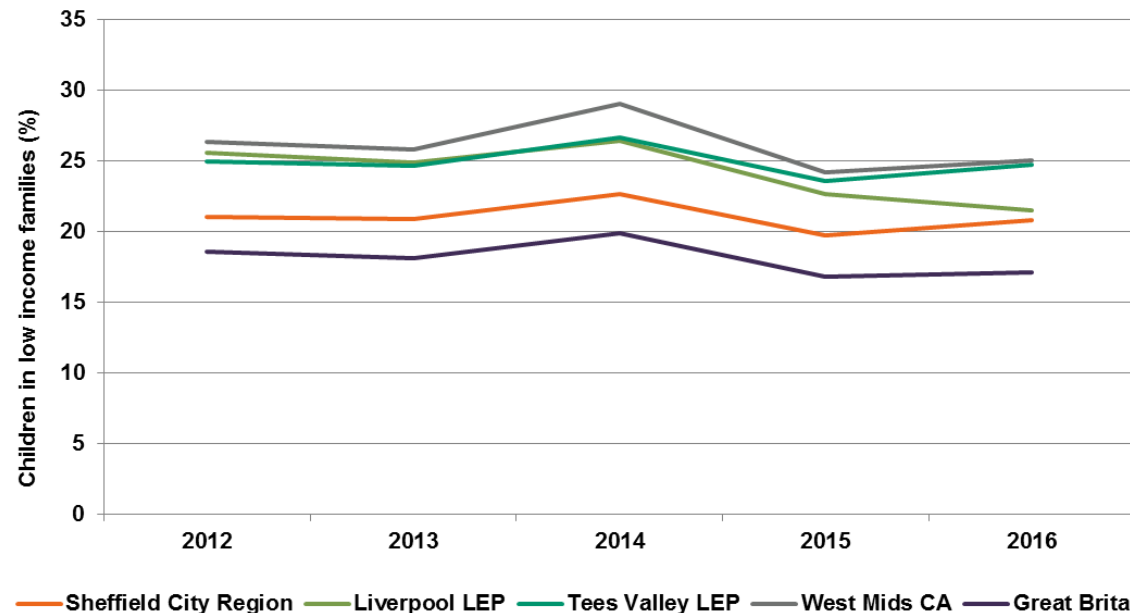
and on par with West Midlands for women.

- Tees Valley experienced a slight decline in life expectancy for both men and women in recent years.
- Life expectancy has also fallen recently for men or women in many of the individual local authorities within SCR and in Bolsover it has fallen for both.

CHILDREN IN LOW INCOME FAMILIES

- Nationally, 17 per cent of children are in low-income families; a figure that has decreased slightly in the period 2012-2016.
- In SCR, this figure has remained at slightly more than 20 per cent of children.
- SCR has tended to have a lower rate than comparator sub-national areas. However, this gap has narrowed over time. In particular, the gap from Liverpool City region decreased from over 4 percentage points to less than 1 percentage point by the end of the period.
- There is a wide variation in the rate across SCR districts ranging from 9 per cent of children in Derbyshire Dales to 23 per cent in Sheffield.

Percentage of children in low income families



Source: HM Revenue & Customs

TRANSPORT BOARD

30th August 2019

TRANSFORMING CITIES FUND – UPDATE

Purpose of Report

This report provides an update on the progress in developing the final strategic outline business case (SOBC) for Sheffield City Region's Transforming Cities Fund (TCF) submission due on 28th November 2019, with a focus on the feedback from the Department for Transport (DfT) on the draft SOBC submission in June 2019.

Thematic Priority

Secure investment in infrastructure where it will do most to support growth.

Freedom of Information and Schedule 12A of the Local Government Act 1972

The paper will be available under the Combined Authority Publication Scheme

Recommendations

That members of the Transport Board:

- Note the feedback from the DfT on the work undertaken to date on the Strategic Outline Business Case;
- Note the required tasks and key deadlines in advance of the November submission of the Full Business Case.

1. Introduction

- 1.1** In September 2018, Sheffield City Region (SCR) were confirmed as one of ten places across the country to have been shortlisted for the next phase of TCF. Subsequently a further two areas have been added to the shortlist. The requirement was to submit a draft strategic outline business case (SOBC) to the Department for Transport (DfT) by the 20th June 2019 (before submission of the final business case in November 2019) for consideration as part of a £1.22bn funding pot.
- 1.2** The SCR bid includes three types of schemes:
- **Public Transport** – a series of infrastructure improvements across the strategic transit corridors aimed at improving the performance of the public transport network, principally journey time, punctuality and reliability, within and between the main urban centres and the identified growth locations
 - **Active Travel** – drawing on the Local Cycling and Walking Infrastructure Plan (LCWIP) and the recent appointment of an Active Travel Commissioner to start developing a network of active travel routes, taking advantage of the relatively low commuting distances across the SCR at present

- **Rail** – enhancing accessibility to/from and at rail stations within the SCR and interventions that support connectivity to HS2/ Northern Powerhouse Rail touchpoints so that the rail network can become a viable alternative to the private car for those taking advantage of the significant economic growth opportunities.
- 1.3 The draft Strategic Outline Business Case (SOBC) submitted in June included three funding scenarios for the four-year programme as requested by DfT – these are labelled ‘Low’ (£183m), ‘Medium’ (£204m) and ‘High’ (£227m). All of the values allow for 5% inflation across the funding period and 10% for risk.
- 1.4 Written feedback on the draft SOBC has now been received from the DfT, this will shape the work required for the submission of the Final SOBC, due on 28th November 2019.

2. Proposal and justification

- 2.1 The formal written feedback on the draft SOBC was received from the DfT on 5th August 2019. Particular points to note are as follows:
- The strategic case is clear in setting out existing and developing assets within SCR, with links to improving productivity and the Industrial Strategy – it is very positive that there is a clear thread running from this bid to SCR’s strategic transport priorities, the LIS, TfN strategy and the Industrial Strategy
 - In general, the focus on transport poverty is very interesting and has a positive link to MHCLG’s developing ‘Stronger Towns’ agenda. Much of SCR is rural and the bid successfully sets out how its polycentric geography means that some local areas are entirely disconnected from areas where growth is taking place
 - The objectives of the programme are clearly set out, along with the context behind the strategic case – the evidence presented is strong and well used
 - It would strengthen the overall strategic case if the ‘supporting housing delivery’ TCF objective could be brought out
 - The schemes are clearly defined at the South Yorkshire level and some data is provided on issues in the specific corridors – further detail is required at the corridor level ahead for the November submission
 - Clear prioritisation and sifting process followed with evidence provided
 - The draft has put forward a good mixture of different bus interventions aimed at specific local problems with the aim of modal shift. However, the benefits of individual interventions are not clear and a summary of scheme costs and benefits would be helpful, along with evidence of support for the package by operators
 - In presentation, it would be good to see some overlays of mapping
 - There is no direct evidence of stakeholder support in the SOBC apart from references to previous public consultations and earlier workshops – it would be helpful to include letters of support from stakeholders and results from public consultations to directly evidence stakeholder/public views
 - All three packages appear to offer ‘High’ VfM at present, although there is substantial uncertainty around both baseline and demand uplift for active travel schemes in particular
 - A good range of impacts have been identified at this stage, although for non-active travel schemes these are qualitative. The potential disbenefits to motorists from the reduction of road space should be captured for November. Further work should also explore the interdependencies between modes to avoid double counting impacts
 - Appraisal should be improved by use of fully validated multi-modal model for November
 - Further work on the financial case is to be completed on 3rd party contributions, quantified risk, long-term sustainability etc for November
 - Further work is required to establish the detailed programme management arrangements
 - A stakeholder communications strategy will be required for the November submission and clarity on whether stakeholder interests have been mapped

- A reasonable start has been made on setting out a procurement strategy, but this requires further development and confirmation ahead of the November submission – each local authority should have a clear plan for how each of their interventions will be procured.
- 2.2** In summary, the written feedback was positive, with the level of detail in the draft being appropriate for the stage the business case was at. The main issue is the need to enhance the Economic Case for the Final SOBC with clear evidence of programme benefits. This will require additional data collection, discussions with the DfT on the assumptions for how the active travel schemes are to be appraised and more details of the public transport schemes to be modelled using the SCR Transport Model (SCR TM). In addition, the submission will require an enhanced management case illustrating a strong governance proposition for the implementation of the programme.
- 2.3** More specifically, the public transport interventions need to be developed to a level of detail by early September at the latest, so that they can be modelled for the end of September to feed into the revised Economic Case. They should also have had a level of engagement with the bus operators to understand their support by this point. This is now the critical part of the forward programme.
- 2.4** A face-to-face meeting with DfT Officers to discuss the written feedback took place on the 12th August 2019. Additional information on timing was offered at this meeting. A decision on the bid is expected by the start of March 2020, with shortlisted areas presenting their bids to the TCF Programme Board in December 2019/January 2020. Funding for the programme will cease at the end of March 2023 and so all interventions should be complete by this point.
- 2.5** The TCF Project Board has agreed a work programme through to the submission of the Final SOBC, with the following key tasks on a month-by-month basis:
- August
 - Develop public transport proposals in more detail (working with bus operators) to enable them to be appraised in the SCR TM
 - Address issues with appraisal of active travel elements
 - Determine each Local Authority's procurement strategy
 - Develop stakeholder communications plan
 - September
 - Update Strategic Case
 - Appraise all elements of the package, using modelling tools agreed with DfT
 - Confirm programme management and governance arrangements post-SOBC
 - October
 - Local Authority approvals for their elements of the bid and local contributions
 - Gather evidence of support from stakeholders
 - Update SOBC
 - Prepare for SCR governance meetings (including TB meeting on 25th October 2019)
 - November
 - Project Board sign-off of Final SOBC
 - Transport Board meeting to review Final SOBC
 - MCA meeting to approve Final SOBC
 - Final SOBC submission (28th November 2019).
- 2.6** The work programme in section 2.5 includes programme management and governance tasks that will help with excellent programme delivery assuming a successful TCF bid. Options include adapting the current LGF change control process slightly, including

reviewing delegated financial authority within the TCF programme. Any recommendations for approval will be presented to the appropriate MCA meeting for decision.

- 2.7** The SCR continues to speak to other shortlisted bidders to share good practice and ensure consistency in any discussions with the DfT. A concern from the larger city regions is that the smaller single/dual authority bids will be easier to understand, are more focussed, feel easier to deliver and could be perceived as being more transformational (albeit on a smaller scale). This will need to be something that is taken up with the DfT – along with improving the strength of the (already good) updated Strategic Case.

3. Consideration of alternative approaches

- 3.1** Progress report, so not applicable

4. Implications

4.1 Financial

The costs of developing the draft strategic outline business case were managed from within existing resources.

However, the DfT have provided a £50,000 revenue grant to help cover some of the costs in developing the strategic outline business case business case further. Following on from DfT feedback, it is proposed that this allocation is used to fund the transport modelling required to confirm the public transport benefits of the programme, additional cycle counts to improve the baseline of active travel schemes and GIS support to improve the presentation. Any commissions would be based on current standing orders.

4.2 Legal

No specific legal implications at this stage of the process.

4.3 Risk Management

Consistent with the development of a five-case business case, a risk analysis has been produced which highlights both global programme risks and individual project risks. This is monitored and updated by the Project Board.

4.4 Equality, Diversity and Social Inclusion

The SCR Transport Strategy includes an Equalities Impact Assessment as part of the Integrated Assessment. It is expected that equalities and diversity issues will be considered in the delivery of schemes in each package.

5. Communications

- 5.1** The Transforming Cities Fund has already attracted a substantial level of media interest, and therefore a proactive approach to communications is proposed. The current work programme includes the development of a communications plan to ensure that there is co-ordination and consistency on timing, key messages, statements and media used between all partners (four district highways authorities, PTE and MCA) in the TCF bid. This work will be undertaken by the MCA Executive Team.

6. Appendices/Annexes

- 6.1** None

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Other sources and references:

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TRANSPORT THEMATIC BOARD
30 August 2019
EAST COAST MAINLINE
Purpose of Report

This report updates the Board on issues concerning the East Coast Mainline, one of the two key inter-city rail lines linking Sheffield City Region to London, and a key link to Leeds, York, the North East and Scotland. It also seeks nominations for an SCR representative on the East Coast Mainline Authorities Consortium.

Thematic Priority

6. Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

Not exempt

Recommendations

The Board is recommended to:

1. Agree that the Combined Authority and LEP should continue engaging with the rail industry processes and groups lobbying for improvements on the East Coast Mainline, recognising its vital importance to the economy of Doncaster, SCR and the wider east coast corridor.
2. Agree to the formation of a Doncaster Station Project Board to assist with engagement on these issues.
3. Nominate an SCR representative on the East Coast Mainline Authorities Consortium.

1. Introduction

- 1.1 The East Coast Mainline (ECML) is the key north-south inter-city rail line in the east of the UK, and links SCR to London, the east and south Midlands, Leeds, York, Newcastle and Scotland. Doncaster is the main ECML station within SCR and is an important rail interchange where a number of lines meet. Retford in Bassetlaw is also served by ECML trains and is another key interchange station within SCR.
- 1.2 This report provides an overview of the ECML and issues which SCR should be aware of and engaging in, including our involvement in the East Coast Mainline Authorities Consortium.

2. Proposal and justification

- 2.1 The ECML has generally been seen as the UK's flagship rail line, linking London Kings Cross to Yorkshire, the North East and Scotland. Due to its largely flat and straight topography it has the highest average line speed of all the UK's rail lines, and therefore some of the most competitive journey times. For example, the fastest trains link Doncaster

to London in 87 minutes, compared to Sheffield to London on the Midland Mainline in 120 minutes. Similarly, a journey between London to York can be done in 111 minutes, despite York being significantly further north than Sheffield.

- 2.2** Despite its status as the UK's flagship rail line, the ECML has suffered from a lack of investment in recent decades, and as a result it is failing to perform to its full potential. Major investment was made in the West Coast Mainline about 15 years ago to bring it up to modern standards and this has significantly improved capacity, line speed and journey times on that line. Similar investment is now required in the ECML to enhance its performance and maintain the key role it plays in the UK's transport network and economy.
- 2.3** Network Rail recently undertook a route study of the East Coast Mainline which was published in June 2018 as part of their approach to long term planning of the railway. This route study identified the key issues, constraints and areas requiring investment on the ECML over the period up to the 2040s and presented a number of 'choices for funders'.
- 2.4** The route study highlighted that a third of the UK population live within 20 minutes of an ECML station and together they produce 41% of the UK's GDP. It is a fast and high yield route with growing passenger demand and therefore profitable for train operators. Consequently, it is the only line in the UK that is currently served by 'open access' operators such as Hull Trains and Grand Central, with a further service between London and Edinburgh planned by First Group.
- 2.5** The study identified that the ECML infrastructure is ageing and much of it is at, or near, capacity. Investment is needed to create a resilient ECML that can accommodate growth in passengers and trains. The study covered all the differing markets served by the ECML, including the London commuter market, the regional market and the long distance inter-city market. It also took account of the needs of the rail freight industry, although freight was covered by a separate study.
- 2.6** The study considered short, medium and longer-term requirements for investment, taking account of planned schemes such as HS2 and Northern Powerhouse Rail and their impact on capacity and demand. It also referenced the increasing role of devolved transport bodies such as TfN and Midlands Connect, as well as combined authorities, and the changing funding environment for rail investment.
- 2.7** Doncaster is identified in the study as a major hub for local, long distance and freight trains. Cross Country services from the Midlands and South West, services from Manchester and Sheffield, Lincolnshire and Humberside, and West Yorkshire all converge here and join the ECML and mix to a greater or lesser extent with fast ECML services. This creates a major rail 'bottleneck' with many crossing moves and signalling and platforming constraints.
- 2.8** The Doncaster to Leeds corridor via Wakefield is identified as one where additional passenger capacity will be needed in the long term, to serve the growing Leeds commuter market. This corridor is served by a mix of high speed London trains, regional stopping trains and freight, which limits its capacity. The options are either to expand the railway to four track which would be an expensive and complex engineering exercise or make changes to train operations on the existing layout, for example using higher performing rolling stock for local services and reviewing stopping patterns.
- 2.9** Doncaster station is also identified as a constraint on the ECML, due to the number of services converging there, and limited platform and line capacity, especially where services cross the ECML from east-west. This leads to some services, such as Cross Country, often being held outside the station for up to 10 minutes waiting for a platform or path. This is currently being addressed by Network Rail through changes to timetabling. However, the study states that over the longer term, increased services into the west side of Doncaster station will need to be supported with additional platforms, greater

operational flexibility, improved track layouts and line speeds. A grade-separated flyover was considered but ruled out due to engineering challenges and value for money. In the shorter term, some stopping services that currently run between Sheffield and Hull / Scunthorpe are being terminated at Doncaster to reduce the conflicting moves across the ECML, requiring through passengers to change. This has been enabled by the construction of a new platform 0 at Doncaster.

- 2.10** In the longer term, Doncaster will be served by Northern Powerhouse Rail (NPR) trains between Sheffield and Hull, and a service from Manchester Airport to Cleethorpes, which will replace the existing services on these routes. However, these will be longer trains and require greater platform capacity and priority crossing the ECML. It is also proposed to provide three tram-train services per hour to Doncaster as part of NPR and these will require additional platform capacity.
- 2.11** In the shorter term, from 2021, the existing East Midlands Trains service between Doncaster and Lincoln will be increased in frequency from 5 trains per day to 1 train per hour. This will put further pressure on platform capacity at Doncaster. SCR has suggested extending this service to Leeds via the Knottingley Line which could then serve a potential new station at Askern, for which a feasibility study has recently been carried out.
- 2.12** Alongside these enhancements, SCR, along with Doncaster MBC, has an aspiration for a new rail link and station to serve Doncaster Sheffield airport. A feasibility study has also been carried out on this and concluded that a loop off the Lincoln Line linking back onto the ECML, is the preferred option. This could be served by local trains as well as ECML inter-city trains and could also potentially relieve some of the pressure on Doncaster station. Further work is currently being undertaken to decide on the best way to progress this scheme, which is likely to involve a phased approach.
- 2.13** Following the publication of the East Coast Route Study, Network Rail moved on to a new approach to long term rail planning called Continuous Modular Strategic Planning (CMSP), which is intended to be a more agile and on-going process reflecting current funding and planning structures. As part of this CMSP process, a number of 'hotspots' have been selected for early studies to address 'strategic questions'. Sheffield has already been the subject of such a study (to be reported to the next Transport Board), and Doncaster to Leeds is being looked at as part of the next study. SCR and DMBC are closely involved in this process.
- 2.14** HS2 Phase 2b, when it opens in 2033, will reduce the need for some existing inter-city ECML services between London and Leeds, the North East and Scotland. This could free-up capacity for alternative services on the ECML, serving additional stations and destinations. It is important that Doncaster continues to be served by high-speed services to London and the North East, while stations such as Retford could benefit from an improved service pattern. Work is needed now to develop proposals for the post-HS2 ECML services.
- 2.15** At present, high-speed services serving Doncaster are quite 'bunched' close together in each hour, which reduces the effective frequency or choice of service. However, the LNER timetable is currently being reviewed for 2021 following the introduction of the full fleet of 140mph Azuma trains, and there may be an opportunity to achieve a better spacing of trains. Doncaster also benefits from the two 'open access' operators Hull Trains and Grand Central stopping there, providing some fare competition with LNER.
- 2.16** Given the range of interlinked issues which affect the ECML, this is something the SCR Integrated Rail Board will have to consider in future meetings. However, to assist with this it may be worth considering the introduction of a dedicated project board which focusses upon the required improvements at Doncaster Station. This should be led by DMBC in collaboration with SCR.

2.17 Sheffield City Region has recently become a paying member of the East Coast Mainline Authorities (ECMA) consortium, which acts as a co-ordinating and lobbying body for authorities along the whole of the ECML. DMBC is also a paying member and is represented at political and officer level. This body does some valuable work to raise the profile of the ECML in parliament and within the rail industry, and it is important that SCR continues to engage with this group. As such we would like to seek nominations for an SCR political member of ECMA, who will be required to attend quarterly consortium meetings in York, and occasional parliamentary receptions. This should ideally be a member of the Transport Board, who can then report back to the Board on ECML issues.

2.18 ECMA has recently commissioned a report from consultants SYSTRA on the Benefits of Investment in the ECML which is a useful summary of all the current issues facing the line, setting out the case for investment and benefits it will generate in each region.

3. Consideration of alternative approaches

3.1 The alternative is not to engage with any of the rail industry processes and lobbying groups on the ECML, which could lead to SCR missing out on much needed investment.

4. Implications

4.1 Financial

There are no direct financial implications arising from this report.

4.2 Legal

There are no legal implications arising from this report.

4.3 Risk Management

There are no direct risks arising from this report.

4.4 Equality, Diversity and Social Inclusion

Improving the ECML and trains serving it will enhance the travelling experience for all, including persons with reduced mobility and other disabilities, and those who do not have access to a car.

5. Communications

5.1 There may be opportunities for communications and corporate affairs engagement in raising the profile of SCR's asks for the ECML and engaging with politicians to gain their support.

6. Appendices/Annexes

6.1 N/A

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TRANSPORT BOARD

30/08/2019

FUTURE MOBILITY

Purpose of Report

This paper is to inform the Transport Board of a piece of work that has been commissioned by Sheffield City Region (SCR) in relation to Future Mobility. This paper sets out the aims and anticipated outputs from this work and Board members are invited to discuss the opportunities presented by Future Mobility trends.

Thematic Priority

6. Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

The paper will be available under the Combined Authority Publication Scheme

Recommendations

Board members are invited to review the content of the paper and to

- 1) Identify innovative projects, approaches and companies that the SCR should be engaging with as we embark on the Future Mobility commission;
- 2) Identify any particular opportunities to be explored as we develop this activity.

1. Introduction

- 1.1 SCRs Transport Strategy is underpinned by a series of implementation plans. One of the cross-cutting themes that flows through our strategy is innovation and technology. SCR are determining how best to approach this theme and develop an implementation plan. This paper sets out the context for this work and the outcomes anticipated from initial exploratory research.
- 1.2 On 23 May 2019, SCR submitted an Expression of Interest to DfT's Future Mobility Zones Fund to create a series of mobility hubs around the AMID area. Unfortunately, SCR were unsuccessful in this process however it highlighted the need for further work to help the region develop its approach.

2. Proposal and justification

- 2.1 In March 2019 the Department for Transport (DfT) produced a strategy called Future of Mobility: Urban Strategy. This document recognises the impact that technological advances will have and highlights 9 principles that underpin Government's approach to future mobility.

- 2.2** The government recognises that new technology, advances in engineering and new business models could deliver substantial benefits for society, the environment and economy. The DfT's Urban Strategy sets out the approach Government will take to harness the opportunities happening in urban transport and sets out the benefits that they would like to be delivered from urban mobility. However, although technology presents an opportunity for the future of mobility, it is also recognised that if not effectively managed, technological changes could have undesired side effects, such as increasing congestion or reducing sustainable travel.
- 2.3** Transport innovation is being driven by data, advances in artificial intelligence and sensor technology. The Government's Industrial Strategy sets out four Grand Challenges to put the UK at the forefront of global market opportunities in frontier industries, one these is the ambition to become a world leader in shaping the future of mobility. The Government's priorities within the Future of Mobility Grand Challenge are implementing a flexible regulatory framework, supporting industry and local leaders, ensuring Government decision making is robust and continuing established technology specific programmes.
- 2.4** SCR submitted an Expression of Interest (EoI) to the DfT's Future Mobility Zone Fund in May 2019. The fund was established to support the trial of new mobility services, modes and models through the creation of globally significant demonstrators. The area that SCR focussed on was around AMID as this linked to the geography of our Transforming Cities Fund however, our EoI was unsuccessful.
- 2.5** ARUP has been appointed by SCR to produce a think piece on Future Mobility. The aim of this piece of work is to take the national steer presented by DfT's Urban Strategy, and to apply this to a SCR context, highlighting our unique assets and strengths in this field. The outcomes of this work will be used to strengthen any applications to future rounds of Government funding and will also determine SCR's approach to a Future Mobility Implementation Plan.
- 2.6** The first stage of work is underway, and a workshop will take place with stakeholders in early September. The aims of the workshop are to gather evidence of work and projects that are being undertaken by (mainly) private sector partners in the field of future mobility. Findings and recommendations will be presented at the next Transport Board for members to recommend next steps.
- 2.7** Following the workshop, future technological and innovative trends will be identified and emerging areas for collaboration with industry and other stakeholders. This will help SCR to identify where the regions strengths are and in time, help the development of the region's export capabilities in this market.
- 2.8** Board members are invited to identify any particular opportunities to be explored as we develop this activity and any innovative projects, approaches and companies that the SCR should be engaging with.

3. Consideration of alternative approaches

- 3.1** Consideration has been given in recent months to the best approach to operationalising themes that cut across the Transport Plan in particular, Air Quality and Future Mobility. It is felt that these themes warrant specific dedicated approaches underpinned in the first instance by research and development work to be followed by specific implementation plans.

4. Implications

4.1 Financial

There are no direct financial implications arising from this paper. The research work will make recommendations which might have financial implications should they be adopted.

4.2 Legal

There are no direct legal implications to this paper at this stage. The research work will make recommendations which might have legal implications should they be adopted.

4.3 Risk Management

There are no specific risk implications to this paper at this stage. The research work will make recommendations which should they be adopted might require a risk assessment and risk management strategy.

4.4 Equality, Diversity and Social Inclusion

The research will consider the potential benefits and risks presented by Future Mobility trends to delivering positive equality, diversity and social inclusion outcomes.

5. Communications

5.1 Depending on the outcomes and recommendations of this work the Board might want to recommend further work to communicate to, or engage with, communities, sectors or businesses in the SCR.

6. Appendices/Annexes

6.1 None

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Other sources and references:

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TRANSPORT THEMATIC BOARD

30 AUGUST 2019

TRANSPORT FOR THE NORTH INTEGRATED AND SMART TRAVEL UPDATE

Purpose of Report

To provide the Transport Board with an update on the latest progress within the Transport for the North (TfN) Integrated and Smart Travel (IST) Programme.

Freedom of Information

GUIDANCE [Thematic Board Papers and any appendices will be made available under the Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.

In this section it must be clear if:

A – the paper will be available under the Combined Authority Publication Scheme

B – the paper is exempt under section 1 to 7 of Schedule 12A to the Local Government Act 1972 (report author to specify which exemption applies and why)

C – the paper may be exempt under [Part II of the Freedom of Information Act 2000](#) (report author to specify which exemption applies and why)

This paper may be released under a Freedom of Information request. In this section, it must be clear if the paper has any exemption under [Part II of the Freedom of Information Act 2000](#) (the report author must specify which exemption applies and why)]

Recommendations

That Executive Board notes the contents of the report and gives its views on any observations made, including recommendations on any additional items listed under section 2.

1. Introduction

- 1.1** Transport for the North (TfN) established its Integrated and Smart Travel (IST) Programme in 2016 with the submission of its Outline Business Case to DfT for funding.

The programme comprises of three phases;

1. Smart on rail – allowing customers to purchase and travel on the rail network in the North using ITSO smart cards for their travel products.
2. Customer information – provides customers with the same kind of information currently enjoyed by most rail passengers available to bus and light rail passengers.

This includes fares data, disruption information in real-time and standardised data for ease of sharing.

3. Account-based travel – will provide a fair-price promise capping system of public transport fares across the North. Customers only need to tap on and off on multi-modal journeys and will only be charged the best price for those journeys for daily and weekly travel.

1.2 Smart on rail

Smart on rail went live across the North in January 2019 following a pilot on the Hull to Scarborough Line. The programme rolled out across the North, migrating from east to west coast and completing implementation by March 2019. Customers can now renew any season product as a smart ticket at a manned ticket office and plans are in place to allow online retail sales in the very near future.

In terms of uptake, around 60% of all season tickets are now being issued on to a smart card, with Northern at 42% and TPE at 52%. 72% of the Northern smart cards issued are for weekly season tickets, demonstrating the demand for repeat customer use in the commuter market.

As of the end of June 3,874,000 journeys had been loaded to smart cards. The priority is to now increase the market share of monthly and annual tickets, with patronage increase being a longer-term goal.

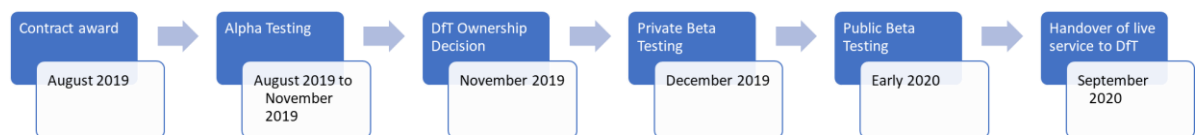
1.3 Customer information

Fares Data

The Fares Data Tool will allow the collation of fares data from operators across the North into a single repository which will display fares information as open data. This can then be included in journey planners and other customer facing platforms, to enhance customer information and facilitate multi-modal travel.

The Fares Data Build Tool is still in procurement with supplier clarifications meetings currently being scheduled. Whilst the evaluation period had to be extended by six weeks, the selection of a preferred supplier (Infinity Works) was named in early August 2019, with the contract to be finalised in early September.

A fares data timeline can be seen below;



Disruption Messaging

This tool provides a solution to record disruption messages and distribute them simultaneously to multiple sources, including social media, on street displays and open data users. It has the potential to link disruption data across multimodal forms of travel.

The disruption messaging tool has been through a number of design phases and re-work of the scope and specification. These have now been completed, and the LTA's involved have progressed to agreeing the commercial principles of its use. Testing is due to commence in August with full roll out in February 2020. A disruption messaging timeline can be seen below;



Open Data Hub

An Open Data Hub for the North is being created to include existing open data, and new open data, including bus fare and disruption messaging. LTA's and users will be able to access and share public transport data in a structured, consistent and common format. The Hub builds on other aspects of Phase 2 by providing the platform in which data is stored.

At present the project assumes integration of the Disruption Messaging tool data in November 2019 and Fares Data in early 2020.

1.4 Account-based travel

The Account-based travel solution for the North (often referred to as ABBOT, or Account-Based Back Office Ticketing) aims to provide, through contactless bank card use, a fair price promise to cap (at day and week) a customer's travel at the most they would pay for the journeys they make across all modes. The customer need not worry about what fare they will be charged as the system will aggregate journeys in the back office and work out what they will be charged for periods of travel. All the customer need do is tap on and off their mode of transport every time they travel with their bank card (or equivalent) and the system will charge them accordingly.

Whilst the principles of the project are entirely sensible and replicate in many respects the Oyster system that is already in place in Greater London, it has encountered a number of challenges with progressing the business case given the scale and complexity of the programme required to make it work. London has the benefit of being a largely "closed" public transport network and all operated by a single entity, TfL. Trying to reach consensus on the design and implementation across disperse organisations and districts in the North has proved much more challenging.

Furthermore, as the business case has progressed, so have the alternative technological solutions available in the market. When originally proposed, there were no bus operators in South Yorkshire (at least) who were delivering contactless payment for travel on vehicles though this is now commonplace across most major operators in the North. Furthermore, fare capping was also not available, though First South Yorkshire are now proposing to pilot daily and weekly fare capping in the region from October.

As a result, the levels of support particularly from large national bus operator groups (namely Arriva, First, Go-Ahead, Stagecoach, and Transdev) have diminished as they are finding their own solutions to fare price capping for their own customers, either as individual operators or as part of a regional ticketing scheme. As pertinent to the operators is the cost of participation in ABBOT through cost of commission. If this is excessive and can only be brought down through a greater volume of transactions, then operators are nervous that the assumptions on growth of ABBOT use are not achieved and hence costs of participation are too high.

TfN requested letters of commitment from public transport operators and LTA's to support the progression of ABBOT to contract award to suppliers and to allow development to take place. Whilst strong letters of commitment have been received from number of operations (inc. Northern), the letters from the five major bus operators named above have been heavily caveated and therefore pose a significant risk to the delivery of Phase 3 as envisaged by the Outline Business Case.

As a result, TfN issued a stakeholder briefing on 8 July stating that they cannot justify spending public money continuing to pursue the current delivery strategy. A copy of this was leaked to the press and published in the Yorkshire Post in late July.

TfN are now considering alternative options to take the programme forward, maintaining the same vision but with different delivery strategies. Among those being considered include continuing to develop the offer with those already committed, as part of a staged approach, as well as hybrid solutions where the TfN technology works with that used by bus operators.

The IST Team is currently working at pace to assess this and presented six options for consideration at the Transport for the North Board on Wednesday 31 July. We await formal feedback from the TfN Board as to the preferred option, if any.

2. Proposal and justification

- 2.1** It is recommended that SYPTE and SCR will continue to engage directly with the TfN IST Programme to understand progress, in particular on phase 3 - Account based travel. We will continue to provide quarterly updates on overall programme progress to SYPTE Management Board and Transport Executive Board as appropriate.

SYPTE will continue to work with operators and internal teams to prepare our systems in readiness for IST Phase Two Customer Information outputs, ensuring that the customer-facing products and services benefit from the improvements in data availability and consistency.

This will ensure that we continue to be well sighted on programme process but also act as a trusted advocate of TfN IST activity more generally, noting that our position on phase 3 may have to change dependent on a recommended way forward.

3. Consideration of alternative approaches

- 3.1** An alternative approach would be to withdraw support for the IST programme or some or all of its constituent phases. To date, SYPTE has been supportive, and has provided both letters of endorsement and commitment to supporting the schemes covered by the IST programme. Therefore, withdrawal of support would mark a significant shift in intent and could make positioning of South Yorkshire priorities on other TfN programmes more difficult.

4. Implications

4.1 Financial

There are no direct financial implications as a result of this paper. SYPTE have provided written commitment to support Phase 2 customer information initiatives which will require a financial contribution after TfN withdraw funding at the end of two years, however SYPTE are developing systems and processes to incorporate the TfN information and costs which will make these revenue contributions at worst cost-neutral.

4.2 Legal

There are no direct legal implications as a result of this paper. Should SYPTE and SCR chose to withdraw support from some of all of the programme phases, we would formally have to communicate this to TfN Board.

4.3 Risk Management

Failure to deliver the expected outcomes as defined by the IST Programme could lead to challenges in achieving the SYPTE Retail and Information Strategy objectives.

There is a risk that failure to deliver could cause reputational damage both with South Yorkshire but also across the north given the programme is pan-northern.

There is a risk that future funding for retail, information and ticketing initiatives is reviewed or withdrawn as a consequence of issues or failure of the IST programme to deliver its objectives.

4.4 Equality, Diversity and Social Inclusion

There are no direct equality, diversity or social inclusion implications as a result of this paper.

5. Communications

5.1 There are no specific communications requirements as a result of this update paper.

6. Appendices/Annexes

6.1 None included.

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

***Thematic Priorities**

1. Ensure new businesses receive the support they need to flourish.
2. Facilitate and proactively support growth amongst existing firms.
3. Attract investment from other parts of the UK and overseas, and improve our brand.
4. Increase sales of SCR's goods and services to other parts of the UK and abroad.
5. Develop the SCR skills base, labour mobility and education performance.
6. Secure investment in infrastructure where it will do most to support growth.

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TRANSPORT BOARD**30th AUGUST 2019****SCR MASS TRANSIT PROGRAMME PROGRESS UPDATE****Purpose of Report**

To provide the Transport Board with an update on progress and issues associated with the SCR Mass Transit (SCR MT) and related projects.

Freedom of Information

This paper will be made available under the Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.

Recommendations

That Transport Board notes the contents of the report and provides any feedback, comments or concerns they have to the Project Team.

1. Introduction

- 1.1** At Transport Board on 19 July, Board members were provided with a summary of the need for renewal works to ensure that the existing Supertram network can continue to be used safely beyond the end of the current concession agreement in 2024.

The paper provided details of the cost implications of renewal, as well as alternatives for phased renewal activity, as well as do nothing and closure options. Details were also provided on the need for the region to secure a local contribution to the capital costs of works to support the application for grant funding from DfT.

- 1.2** This report provides an update on the latest progress made on the production of the Outline Business Case (OBC), submission for funding, local contribution and capital costs.

2. Proposal and justification**2.1 Local Contributions and DfT Funding**

To date, sources for approximately £14M have been found. This equates to 50% of what is needed if a 7% local contribution is needed (the actual percentage of the local contribution has not been agreed with DfT but current discussions are in the range 7% to 15%). 7% is also

the local contribution made by Nexus (North East Combined Authority) to the renewal of their Metro light rail network vehicle fleet.

The latest on potential sources is as follows:

- A further £3.5M has been earmarked from revaluation reserves to add to £11M revenue resources already identified.
- Local Growth Fund (LGF) to 2021 is nearly fully committed and therefore almost certainly ruled out.
- Following discussions with SCC, they are looking at an additional contribution to the Local Contribution to recognise that they are one of the primary beneficiaries of the network.
- The use of other sources of external funding, including a passenger fare supplement, continues to be investigated.

Work on proposing that previous expenditure could be used as match, or as part of a case to reduce the percentage local contribution, continues. This includes the capital costs borne by the region to date to undertake re-railing work between 2013 and 2020. A summary of the funding for the three rail replacement contracts we have awarded to date is given below:

Item		Notes
EFC of works (3 contracts to date)	£42M	(1)
SYSL Capital Contribution	£1M	
DfT (pinch point and Tram-Train)	£12.2M	
ITB	£3M	
SYPTE/SYSL joint funding (QUEST)	£0.28M	
Borrowing	£15.1M	(2)
SYSL revenue	£10.1M	(3)
TOTAL	£42M	

(1) Does not include revenue lost during works. Post 2024 this will be our responsibility (captured in Grant Thornton operating cost model for Mass Transit)

(2) Amount borrowed, not total cost of borrowing.

(3) Revenue support including cost of providing bus replacement services

Not having an agreed position on local contribution means it is no longer possible to seek full approval for submission of the OBC to DfT in October 2019. This is because the submission needs a firm commitment to the Local Contributions which in turn would need to be approved by the MCA at the September 2019 meeting. An update on the position regarding DfT funding and the plan to resolve the local contributions challenge will be given at a future meeting.

2.2 Programme to Submission

In addition to the local contribution, other issues (patronage, costs; more details below) continue to affect progress. Approval to submit the OBC to DfT can no longer be sought from the September 2019 MCA meeting and it is not yet clear if it will be possible to go to the November 2019 MCA meeting. This means the OBC may not be ready for submission this calendar year.

The programme included in the bid to DfT for Local Large Majors Funding (2016) for the production of the OBC, envisaged it being complete by October 2018. The delays to date, and any future delays to Programme Entry (PE) or full approval, will reduce our ability to deal with problems that arise with this project between now and the end of the concession. Given that production of the Full Business Case is a much larger task than OBC production, there is a much greater risk of encountering problems and the cost/time needed to resolve these is likely to be greater. Currently, there is scope for about 9 months' delay from today before it becomes impossible, with the current plan for renewals, to meet the 2024 end of

concession date. Given progress to date, this is a significant risk. The Project's Risk Log has been amended accordingly.

The key milestones for the current plan for renewals are:

Appointing Consultants to work on design, etc	Q2 2020
Design and procure tenderers for works/vehicles	To be complete by Q3 2022
Update and submit FBC and DfT approve it	Q1/Q2 2023
Non disruptive work/vehicle design starts	Q2 2023
Works complete/new fleet in service	Q1 2029

The Project Team are working on actively minimising the impact of these delays.

2.3 Comprehensive Spending Review

As outlined above, a submission for funding from DfT is required to secure the necessary capital funding to renew the asset. DfT have already indicated that the Large Local Majors fund is no longer considered a suitable funding source for light rail system funding, so SCR and SYPTE have been in discussions with DfT about the suitability of a direct funding approach to Treasury as part of the Comprehensive Spending Review (CSR) process.

Government have recently confirmed their approach for a one-year Spending Round which will be completed in September. The next multi-year Spending Review will now be carried out in 2020. We should therefore work on the assumption that a case is prepared for inclusion in the full CSR next year.

As a result, we asked for an urgent meeting with DfT to be convened. An initial conference call took place on 20 August. The call was positive in how DfT see the need for asset renewal and recognition that there is a need for it to be included in a three-year CSR agreed in 2020.

DfT have asked SYPTE to work on project costs which would need to be incurred (and which would have normally taken place post-programme entry) so they can take a view if they can provide all of these costs to allow the programme to continue, or if SCR/SYPTE need to identify local funding to support in addition. DfT noted that any use of local funding could be used to offset future local contributions.

A follow-up conference call will be arranged in September to discuss the outcome of this work and agree the funding source for the pre-programme entry. Furthermore, SCR will write to the Treasury to ask to begin conversations about a 2020 CSR submission, outlining how this is essential work and not a 'nice to have' extension project. This will come from the Mayor and sent to the Chancellor or Chief Secretary, requesting their teams liaise with SCR officials over the coming months.

2.3 Patronage Forecasts

Patronage forecasts play an integral part in the modelling and business case develop given that patronage directly influences revenue and hence network profitability.

At present, there is no confirmed date for when SYPTE's forecasts for 2019/20 and 2023/24 will be available, so the estimates reported to the last SYPTE Transport Executive Board meeting continue to be used in the appraisal and responses to DfT. These estimates were 12M trips p.a. on the original network at 2023/24, a rise of approximately 1.5% p.a. from

2019/20. Tram-Train is currently generating approximately 0.5M trips p.a. and this is forecast to grow to 1M trips p.a. by 2023/24, growth of approximately 20% p.a.

The forecast patronage beyond 2023/24, based on known activities, currently ranges between 0.04% per annum (Low Growth scenario) and 0.48% per annum (High Growth scenario). These low patronage forecasts continue to affect the viability of the network post 2024.

A meeting was held on 06 August to discuss what strategy led growth might look like (where the actions necessary to deliver the strategy are not known and therefore not captured in the WebTAG complaint forecasts noted above). This identified additional work required to develop interventions that could improve the situation. An update on this will be provided at a future meeting.

2.4 Capital Costs

The Cost Plan for the works has been reviewed and savings of £13M at current prices have been identified. These changes are made of a number of small scale cost improvements as opposed to a few significant items or scope change. Some of these savings are negated by increases in risk and client-side costs. The EFC for the renewal option is now £294M at current prices. A decision on the size of the fleet required will not be made until the patronage and service patterns have been finalised, this could impact on the overall cost.

3. Consideration of alternative approaches

- 3.1** There are no specific alternative approaches or options in relation to this update paper. Previous papers have provided alternative options to renewal of the tram asset, including delayed renewal, network closure or replacement with a Bus Rapid Transit network.

4. Implications

4.1 Financial

There are no direct financial implications as a result of this update paper. The paper itself provides details as to the potential size of a local contribution as well as the whole capital costs should full renewal be agreed.

4.2 Legal

As outlined in the previous paper to Transport Board, consideration needs to be given as to the operating model deployed in 2024 to operate the network when the current concession with SYSL expires. Should there be delays in the programme which mean asset renewal commences later than March 2024, this would put even greater emphasis on the need for an effective operating model for delivery to be in place when the current concession ends.

4.3 Risk Management

As outlined in the previous paper, the development of the Outline Business Case is being managed as a formal project and as such has the appropriate risk management controls in place to manage project delivery.

4.4 Equality, Diversity and Social Inclusion

This paper does not contain any specific equality, diversity or social inclusion considerations.

5. Communications

- 5.1** A detailed communications plan supports the development of the OBC. SCR are developing a stakeholder engagement plan to better engage with and generate support from the business

community in South Yorkshire. A draft of this plan has been circulated internally within SCR and SYPTE for comment and will be approved and delivered accordingly.

6. Appendices/Annexes

6.1 None included.

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Other sources and references:

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TRANSPORT BOARD

30th August 2019

ROADS IMPLEMENTATION PLAN

Purpose of Report

This report provides an update on the development of the Roads Implementation Plan to support delivery of the SCR Transport Strategy.

Thematic Priority

Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

The paper will be available under the Combined Authority Publication Scheme

Recommendations

The Board are asked to review the content of the paper and to;

1. Note the proposed process and timeline for the development of the Road Implementation Plan

1. Introduction

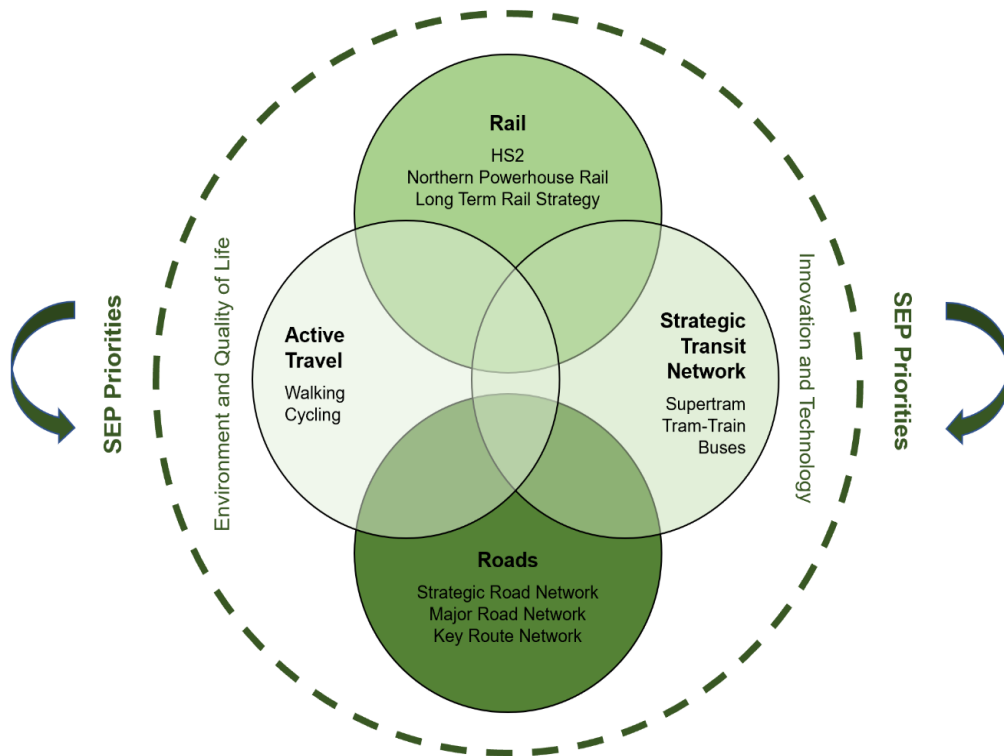
- 1.1 The Transport Act and Local Transport Act 2008 places a statutory obligation on the SCR Combined Authority (CA) to produce a Local Transport Plan (LTP). On the 30th January 2017, the CA agreed to undertake a refresh of the existing Strategy and in January 2019 the refreshed SCR Transport Strategy was adopted by the MCA.
- 1.2 Now that the SCR Transport Strategy has been adopted, work has begun on developing the future work programmes to take forward the interventions identified within the Transport Strategy. These plans called Implementation Plans will inform the development of the SCR Strategic Transit Network (STN) and will build on the Sheffield City Region Integrated Public Transport (SCRIPT) study undertaken in 2018.
- 1.3 The first of these Implementation Plans to be produced is the Integrated Rail Plan. This was adopted by the MCA in July 2019 and outlines the links between HS2, Northern Powerhouse Rail (NPR), SCR and local rail. This report relates to the development of the Roads Implementation Plan, which picks up the activities and interventions relating to the road networks within SCR.

2. Proposal and justification

- 2.1 Following the adoption of the Transport Strategy, SCR is working through the future work programmes to develop a pipeline of interventions in response to the vision, goals and policies described in the document. These programmes will also build on the key corridors outlined in the SCRIPT study (2018).

2.2 SCR has identified four future programmes of work organised around rail, active travel, roads and the strategic transit network, with additional cross cutting work programmes around future mobility and air quality. There will be a degree of overlap between the work programmes as illustrated in figure 1, some of which the SCR will lead, some of which we will contribute to and some of which we will seek to influence.

Figure 1 -



2.3 Each of the plans follows a template to offer consistency and to enable clear links to be drawn to the goals and policies of the Transport Strategy. The Roads Implementation Plan is being developed following the same template as the recently adopted Integrated Rail Plan and will show the interactions between the different hierarchies of road network within the region.

2.4 The plan will also set out the top ten challenges with the existing road network in the SCR and the future opportunities and needs to accommodate our planned economic growth. From these challenges and opportunities, a series of objectives will be set along with interventions for delivery that are grouped into the following timeframes;

- Interventions that are either committed for delivery, or which we need to see delivered, in the next five years
- Interventions for which we aim to complete business cases in the next five years, with the aim of these interventions being delivered from the mid-2020s onwards
- Interventions for which we will do more investigation work and develop options for, in the next five years, such that these interventions could be delivered from the late 2020s onwards.

These interventions will be mapped out to clearly show the location of each of the proposed activities for delivery, an approach that will be replicated within each of the plans.

2.5 The development of these interventions and the shaping of the document is being undertaken in partnership with stakeholders on the Strategic Transport Group and with support from the technical Network Managers Group. This partner input is critical, to ensure the Roads Implementation Plan accurately reflects the current network issues and to enable the alignment of the interventions to address those challenges.

2.6 Whilst focussing on roads the plan will also have an increased focus on how to meet zero carbon targets and the accommodation of active travel. Therefore, wider links to active travel, air quality and future mobility will also be woven in to ensure these issues are also represented within the plan.

2.7 The timeframe for completing the plan is indicated below. Board are asked to note this timeline for developing the plan.

Month	Progress	Activity
July		Share objectives paper with STG for Comment
		Finalise objectives based on STG feedback – Unless STG has anything else before Monday 22/7/19
		Alert STG and their Network Managers Group reps (if appropriate) that they will be asked to develop maps and input to the document throughout August - 19 th July
		Send out new skeleton document with specific requests/questions – w/c 22 nd July
August		STG work with their NMG reps/other officers to develop the maps and provide SCR with the information required. This will have to be done remotely due to a lack of meetings – throughout August
		Deadline for receipt of inputs from partners - 30 th August
September		SCR issue updated and revised version to NMG/STG for comment - by 6 th September
		Network Managers review and comment on the draft prior to it going to STG - NMG meeting 11 th Sept
		STG review and comment on the draft following NMG input – STG meeting 13 th Sept (may include discussion with TfN on monitoring mechanisms/metrics)
		SCR collate and update document with all comments from partners, issuing a final draft to NMG/STG and the TEB (new PTE Exec Board) - 27 th September
October		Comments back from NMG/STG/TEB - 4 th October
		SCR update draft and pass to designer - 11 th October
November		Document issued with papers for Transport Board - 1 st November
		Transport Board sign off the plan – 8 th November

3. Consideration of alternative approaches

3.1 Work is progressing on the development of individual Implementation Plans considering the workstreams that SCR is aware of including

- Development of the Transforming Cities Fund Tranche 2 bid – Summer 2019;
- Confirmation of Highways England’s Road Investment Strategy 2 programme around the time of the Budget in November 2019.

Given the volume of work taking place on these areas of work, SCR have determined that the development of a series of implementation Plans for the four main areas of work and the cross-cutting themes is the most appropriate approach.

3.2 The alternative approach could be to delay work on the series of implementation plans and wait until the outputs from the above workstreams are known, to then create a single plan. SCR have rejected this approach in favour of the integrated approach as this method acknowledges cross-cutting activity and provides a direct link to where SCR needs to influence other programmes and likely delivery mechanisms.

4. Implications

4.1 Financial

There are no direct financial implications arising from this paper.

4.2 Legal

There are no direct legal implications arising from this paper

4.3 Risk Management

There are no specific risks arising from this paper.

4.4 Equality, Diversity and Social Inclusion

The Roads Implementation Plan will take full account of equality, diversity and social inclusion.

5. Communications

5.1 The SCR Transport team are working alongside colleagues in the communications team to develop the Roads Implementation Plan.

6. Appendices/Annexes

6.1 n/a

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Other sources and references:

TRANSPORT BOARD

30th August 2019

FORWARD PLAN

Purpose of Report

This paper is to inform Board members of the Forward Work Plan for the Transport Board.

Thematic Priority

Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

The paper will be available under the Combined Authority Publication Scheme

Recommendations

Board members are invited

- 1) to confirm agreement to this approach to forward planning
- 2) to comment on the proposed draft work programme in relation to compliance with Terms of Reference, scope and completeness.

1. Introduction

- 1.1 The attached Forward Plan (appendix 1) provides members of the Transport Board with an overview of the forward work programme of the Board 2019/2020.
- 1.2 The Forward Plan has been developed in recognition of the Terms of Reference of the Transport Board.

2. Proposal and justification

- 2.1 The attached Forward Plan provides an overview of the future work programme of the SCR Transport Board. The Forward Plan is intended as a guide and is subject to change in response to internal operations or the external environment.
- 2.2 The Forward Plan items that reflect the Boards responsibilities in relation to:
 - Thematic strategy and policy leadership
 - Programme - development and delivery
 - Performance and Risk Management
 - Funding and Financial Decision Making (up to £2m) and recommending for approval to the MCA the revenue and capital programme budget of SYPTTE.
- 2.3 Board members are invited to comment on the proposed forward work programme in relation to conformity with the Terms of Reference of the Board, scope in particular whether the range of items is in line with expectations of members and whether there are

items that members believe to be missing.

- 2.4 It is proposed that a Forward Plan item is included at each Board meeting and that draft agendas are updated on a rolling basis.

3. Consideration of alternative approaches

- 3.1 The Forward Plan will provide Board members with the opportunity to anticipate and prepare for future agenda items and to contribute to shaping the Board's work programme. It is recommended in preference to agendas provided in relation to individual Board meetings only.

4. Implications

4.1 Financial

There are no direct financial implications to this paper.

4.2 Legal

There are no direct legal implications to this paper at this stage.

4.3 Risk Management

There are no specific risk implications to this paper at this stage.

4.4 Equality, Diversity and Social Inclusion

There are no direct equality, diversity and social inclusion implications to this paper.

5. Communications

- 5.1 There are no specific communications implications to this paper.

6. Appendices/Annexes

- 6.1 Transport Board Forward Plan 2019/2020

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Other sources and references:

Transport Executive Board Forward Work Plan 2019/20

The Transport Board is responsible for:

- Thematic strategy and policy leadership
- Programme - development and delivery
- Performance and Risk Management
- Funding and Financial Decision Making (up to £2m) and recommending for approval to the MCA the revenue and capital programme budget of SYPTTE.

Date	Suggested Agenda items
October 25 th	<ul style="list-style-type: none"> • Transforming Cities Fund • Bus Review – Update • Public Transport Implementation Plan Update • Active Travel – Design Standards and Implementation Plan Update • Future Mobility • Local Highway Maintenance Challenge Fund and Local Pinch Point Fund • Review of Integrated Transport Block • Supertram Update • Transport for the North update • LGF Schemes (TBC) for decision or recommendation to MCA • Performance Report – Bus, Tram, Rail
December (date TBC)	<ul style="list-style-type: none"> • Transforming Cities Fund – Update • Bus Review Interim Findings • Road Implementation Plan – For Decision • Active Travel Implementation Plan – For Decision • Air Quality Research and Policy Development • Supertram Update • Transport for the North update • SEP/LIS update • Government White Paper following Williams Review • LGF Schemes (TBC) for decision or recommendation to MCA • Performance Report - LGF Dashboard
February (date TBC)	<ul style="list-style-type: none"> • Transforming Cities Fund Update • Bus Review – Responding to Recommendations • Public Transport Implementation Plan – For Decision • Active Travel Update • Technology and Innovation Implementation Plan • Environment and Quality Implementation Plan • Supertram Update • Transport for the North Update • SYPTTE Corporate Plan and Budget for recommendation to MCA • LGF Schemes (TBC) for decision or recommendation to MCA • Performance Report – Bus, Tram Rail

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