

SCR - TRANSPORT BOARD

MINUTES OF THE MEETING HELD ON:

FRIDAY, 4 SEPTEMBER 2020 AT 10.00 AM

11 BROAD STREET WEST, SHEFFIELD S1 2BQ



Present:

Mayor Dan Jarvis MBE (Chair)
Peter Kennan
Councillor Dave Leech
Councillor Chris Furness
Councillor Abdul Khayum
Matthew Gladstone (Reserve)

SCR Mayoral Combined Authority
Private Sector LEP Board Member
Barnsley MBC
Non-Constituent Authorities
Sheffield City Council
Barnsley MBC

In Attendance:

Steve Davenport	Principal Solicitor & Monitoring Officer	SCR/SYPTE
Jenny Holmes	Interim Assistant Director for Strategic Transport	SCR Executive Team
Stephen Edwards	Executive Director	SYPTE
Emily Hickey	Governance and Compliance Officer	SCR Executive Team
Felix Kumi-Ampofo	Assistant Director Policy and Assurance	SCR Executive Team
Chloe Shepherd	Senior Programme Manager	SCR Executive Team
Sue Sykes	Assistant Director - Programme and Performance Unit	SCR Executive Team
David Whitley	Senior Programme Manager	Sheffield City Region

Apologies:

Councillor Chris Read
Councillor Joe Blackham
Alison Kinna
Mark Lynam
Charli Taylor

Rotherham MBC
Doncaster MBC
Co-opted LEP Board Member
SCR Executive Team
SCR Executive

1 Welcome and Apologies

The Chair welcomed everyone to the meeting.

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.

5 **Minutes of the Previous Meeting**

RESOLVED – That the minutes of the meeting of the Board held on 3rd July 2020 be agreed as a true record.

6 **Bus Review Response Work**

A report was submitted to update the Board on the Bus Review Response workstream and outline the proposed next steps.

Following consideration of the Bus Review, a proposed set of principles to shape the regions response along with a 7-point work programme was presented and agreed at the July MCA meeting.

The 7-point plan covered:

- Governance
- Route Analysis
- Quality Analysis
- Pricing Analysis
- Environmental Analysis
- Model Evaluation
- Cost Model

The Board was informed that work had taken place to package and sequence the different components of the Plan. It was proposed that the four analysis work strands were prioritised as the outputs would shape the remainder of the work programme. The Route, Quality and Environment Analysis workstreams would be progressed as a package first.

The brief for work package 1 was under development and, once completed, would produce a set of recommendations for Leaders to consider.

To ensure value for money was obtained from the Commission a Resourcing Plan was also being developed.

Members noted that within the July MCA meeting it had been agreed that a Bus Improvement Board would be established to guide the development and delivery of the 7-point plan. Work had begun on the Terms of Reference for this

group and to identify the membership required to effectively govern this work. Once the Terms of Reference had been drafted they would be brought for sign off at the October Transport Board meeting.

The procurement of external support and identification of funding for the analysis commission was being worked through. As the scope and size of the brief would influence the procurement route taken, the timescales proposed at the July MCA meeting were being reviewed to ensure full compliance with Contract Procedure Rules and procurement regulations. A proposed revised timescale was detailed within the report.

RESOLVED – That the Board approve the approach to delivering the Bus Review Response work programme through the work packages outlined within the report and note the timescales for delivery.

7

Integrated Rail Plan For The Midlands And The North

The Board considered a report which updated Members on the MCA's input into the Government's emerging Integrated Rail Plan for the Midlands and the North (IRPMN).

Members were reminded that the National Infrastructure Commission (NIC) had been tasked with undertaking an initial Rail Needs Assessment for the Midlands and the North. The NIC published an Interim Report in mid-July which confirmed the intention to publish the final IRPMN in November. Details of the NIC's suggestions as to the scope of the IRPMN were detailed within the report.

The MCA's response to the Rail Needs Assessment addressed each of the eleven questions using the SCR Integrated Rail Plan as an agreed policy position, supplemented by more recent work.

The Board was informed that it was argued that the IRPMN should include both the eastern and western legs of HS2 Phase 2b and the whole NPR network, plus other strategic rail investments that facilitate or complement these projects.

The IRPMN should take account of rail schemes with committed programmes, particularly improvements to the Hope Valley Line, as well as line speed and capacity improvements between Doncaster and Leeds.

Members noted that there were five schemes in the City Region that merited early delivery in the Plan, these were detailed within the report.

The response also recognised that rail freight must form a part of the needs assessment, addressing the capacity needed to meet growing demand. In answer to a question from Cllr Furness, P Kennan confirmed there were no plans to upgrade the Hope Valley Line to enable container freight to use the Line.

To build on the City Region's response to the Rail Needs Assessment it was proposed to submit a Rail Needs Prospectus (attached at Appendix A and B to the report) setting out in more detail the requirements for a better deal on the

Sheffield to Leeds and Manchester corridor as well as from HS2 and the remaining services.

RESOLVED – That the Board approve the Rail Needs Prospectus, attached to the report, for submission to the Department for Transport and the National Infrastructure Commission.

8 Transport For The North Integrated And Smart Travel Update

This item was exempt by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

A report was submitted to provide the Board with an update on the latest progress within Transport for the North's Integrated and Smart Travel Programme.

RESOLVED – That the Board endorse SYPTE's engagement in the four phases of TfN's programme as detailed within the report.

9 Roads Implementation Plan And Approach To The Key Route Network

The Board considered a report which gave an update on the status of the Roads Implementation Plan which had been developed in partnership with Local Authority Transport Leads and SYPTE.

The Board was informed that the Roads Implementation Plan had been paused to enable the ATIP and the Bus Review response to progress as both relied on efficient use of the regions road network to meet their objectives.

The Roads Plan proposed a rethink of how and what was invested in on the network to improve the range of options for all road users. The response to the pandemic had shown that re-allocating the road space enabled people to use more sustainable modes of transport. The flexible use of roads during recent months indicated that an appropriate balance needed to be struck between the creation of new road infrastructure and making better use of the existing network.

To ensure decisions reflect the Road Plan commitments (which were detailed within the report) and the 'all users' approach to the network, it was proposed that a set of core principles would be developed to guide investment in the road network.

Members noted that in developing the Roads Plan, a Key Route Network (KRN) had been defined. The KRN reflected the important role that the road network played in supporting the economic recovery of the SCR and the interplay between the operation of the road and the public transport system. The criteria for the inclusion of a route on the KRN were detailed within the report.

Members agreed that the Plan offered the opportunity to collaborate in areas where this seems sensible, for example, on utilisation of technology for traffic management.

RESOLVED – That the Board:

1. Note the work undertaken to date with the Local Authorities to develop the SCR Roads Implementation Plan.
2. Note the ‘all users’ approach which focused on a balanced and efficient use of road space.
3. Confirm the proposed Key Route Network of regionally significant roads set out in the Plan.
4. Note the benefits and any disadvantages to further development and utilisation of the KRN approach for planning, investment, collaboration or co-ordination.

10 **Dearne Valley Regeneration Route**

The Board considered a report which set out the background to the current work for the Dearne Valley Regeneration Route, which for the purpose of the report, included the whole length of route along the A635 from Cathill roundabout to the A1(M) at Marr.

Members noted that route was included on the Department for Transport’s Major Route Network and Transport for the North’s investment programme (part of its Strategic Transport Plan).

Following a tendering exercise, Doncaster MBC appointed Amey to develop a Strategic Outline Business Case (SOBC) for improvements along the route. The commission was jointly funded with Barnsley MBC and the MCA.

The SOBC was being developed in line with The Government Transport Appraisal Guidance, based on Treasury ‘Green Book’ principles.

Initial work on the strategic case had shown that it was robust, but early modelling outputs show a low ‘value for money’ assessment.

RESOLVED – That the Board:

1. Note the progress made to date in developing the Strategic Outline Business Case.
2. Support the ongoing development of the project as part of a wider economic solution which improved connectivity between the A1 and M1, enabled growth in the City Region and sought to improve the existing safety and environmental challenges at Hickleton and Marr.
3. Requested that a final SOBC be received by the Transport Board at a future meeting to enable a decision to be taken on future work and how this could be funded.

SCR Renewal Action Plan Implementation

A report was submitted which presented the SCR Renewal Action Plan and set out the actions being undertaken to implement the Plan in terms of the Transport elements of the Plan.

Members noted that the development of the Renewal Action Plan (RAP) had been endorsed by the LEP Board on the 16th July and approved by the MCA on the 27th July 2020.

The RAP included a commitment to supporting sustainable, affordable and safe means for people and goods to move efficiently in line with Covid-19 regulations and beyond. The Plan focused on accelerating investment plans to enable and promote cycling and walking and a commitment to support local development plans which enabled more low traffic neighbourhoods through a £53m active travel investment programme. There was also a commitment to improve local bus services.

In recent months the Government had announced a number of active travel support packages. Considerable time in Local Authorities and the MCA Executive had been redirected to submitting proposals to the Emergency Active Travel funding rounds. Additionally, some existing funding was likely to be reprogrammed and subject to change controls, for example, the Transforming Cities Fund (£166m to 2023). The national funding available so far to support active travel was not of the scale envisaged in the SCR RAP. The call would be for longer term devolved funding settlements for active travel investment, both capital and revenue.

The prospective schemes had been identified based on local need. The schemes identified were also predominantly capital infrastructure, the revenue activities required to support these still needed to be identified.

Board members agreed that existing and new funds already provided to the SCR should be the primary focus of attention for the coming months. Board members welcomed the additional support that would be provided by Sustrans.

RESOLVED – That the Transport elements of the SCR Renewal Action plan are noted.

Delivering The Transforming Cities Fund Programme - Update

A report was submitted which provided an update on how the MCA Executive intended to continue to work with scheme sponsors to deliver the Transforming Cities Fund by March 2023.

Members noted that there were concerns that scheme promoters were increasingly seeking to move project spend to the end of the programme. The latest profile was included within the report but was expected to change further as additional information became available from partners.

Covid-19 has had a significant impact on the TCF programme delivery and planning. Issues included delays to data collection and the need to reconsider

how consultation was undertaken.

As there were a number of risks to the current TCF programme, both in terms of the backdated spend profile, the lack of up to date scheme information from promoters and capacity constraints, there was a need for the MCA Executive to review the current programme and put in place mitigations and ensure a deliverable profile was in place.

As a result of those issues it was recommended that the MCA Executive worked with projects displaying slower than anticipated progress and request that they submit a remedial plan to help inform an overall programme review.

In parallel with these remedial plans, it was recommended that the MCA Executive undertake an assessment of project deliverability based on currently available data; this work would produce a new overall programme. Any projects deemed undeliverable by the programme end date would be considered either for removal or revision at the Transport Board in October and escalated where required to the MCA Board.

RESOLVED – That the Board:

1. Note the current programme delivery issues and approaches being made to mitigate them.
2. Agree to undertake a review of the current programme with a view to receiving a revised programme at the October Transport Board meeting.

13

SCR Performance Reports

A report and accompanying programme summaries and performance dashboards were submitted to provide the Board with current performance information on transport programmes delivered by the SCR Executive on behalf of the LEP and MCA.

The following programme summaries and performance dashboards were attached for information:

- Transforming Cities Fund (Tranche 1)
- Transforming Cities Fund (Tranche 2)
- Emergency Active Travel Fund (Phase 1)
- Access Fund for Sustainable Travel 2017-2020
- Access Fund for Sustainable Travel 2020-2021
- Local Growth Fund
- SCR Borrowing
- Transport Activity

It was noted that the main area of concern was the Transforming Cities Fund as discussed in the previous item.

RESOLVED – That the report be noted.

14 **PTE All Modes Report**

S Edwards presented the All Modes Transport Report which updated the Board on the transport operations of the bus, rail and tram networks.

It was noted that there was still concerns regarding funding. The core bus network funding was currently on an 8-week rolling cycle and funding for light rail was in place until 20th October 2020.

With regard to passenger numbers the bus network was 50% of pre-Covid 19, trams were at 35% and rail at 35%.

RESOLVED – That the report be noted.

15 **Local Transport Capital Programmes Quarterly Update**

A report was submitted which provided an update on current activity in the South Yorkshire local transport and capital programmes.

The report covered the Integrate Transport Block and the Highways Capital Maintenance Programmes.

RESOLVED – That the report be noted.

16 **Any Other Business**

P Kennan informed the Board that there had recently been some good news in these challenging times with the announcement that an airline was basing another aircraft at Doncaster Sheffield Airport and also launching six new routes.

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