

Public Document Pack



Wednesday, 8 December 2021

To: Members of the MCA - Transport and the Environment Board and Appropriate Officers

You are hereby invited to a meeting of the South Yorkshire Mayoral Combined Authority to be held at **Virtual Meeting**, on: **Thursday, 16 December 2021** at **10.00 am** for the purpose of transacting the business set out in the agenda.

A handwritten signature in black ink, appearing to read 'D. Smith'.

Dr Dave Smith
Chief Executive



You can view the agenda and papers at www.sheffieldcityregion.org.uk or use a smart phone camera and scan the QR code

Member Distribution

Councillor Chris Read (Co-Chair)
Peter Kennan (Co-Chair)
Councillor Dominic Beck
Councillor Joe Blackham
Councillor Chris Lamb
Councillor Douglas Johnson
Karen Beardsley
Sarah Norman

Rotherham MBC
Private Sector LEP Board Member
Rotherham MBC
Doncaster MBC
Barnsley MBC
Sheffield City Council
Private Sector LEP Board Member
Barnsley MBC

MCA - Transport and the Environment Board

Thursday, 16 December 2021 at 10.00 am

Venue: Virtual Meeting

SOUTH YORKSHIRE
SYMCA



MAYORAL
COMBINED
AUTHORITY

Agenda

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MCA - TRANSPORT AND THE ENVIRONMENT BOARD

MINUTES OF THE MEETING HELD ON:

THURSDAY, 21 OCTOBER 2021 AT 10.00 AM

VIRTUAL MEETING



Present:

Councillor Chris Read (Co-Chair)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Joe Blackham	Doncaster MBC
Councillor Douglas Johnson	Sheffield City Council
Karen Beardsley	Private Sector LEP Board Member
Martin Swales	MCA Executive Team
Stephen Edwards	SYPTE

In Attendance:

Steve Davenport	MCA Executive Team/SYPTE
Joe Gardner	MCA Executive Team
Jenny Holmes	MCA Executive Team
Charli Taylor	MCA Executive Team
Alex Linton	LTP
Chloe Shepherd	MCA Executive Team
Pete Zanzottera	MCA Executive Team
Dame Sarah Storey	MCA Executive Team
Stephen Carter	MCA Executive Team
Alex Forrest	MCA Executive Team
Tracey Brewer	Barnsley MBC
Jonathan Spruce	External
Melissa Farmer	SYPTE

Apologies:

Councillor Chris Lamb	Barnsley MBC
Sarah Norman	Barnsley MBC
Councillor Dominic Beck	Rotherham MBC

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.

Members declared interests in respect of item 11 regarding schemes in their own council areas.

3 Urgent items / Announcements

None.

4 Public Questions of Key Decisions

It was noted that Councillor Read and P Kennan now had signed off a response to a public question presented at the September Board meeting.

It was agreed that the response be circulated to Board Members.

5 Minutes of the last meeting

The Chair requested that the minutes of the previous meeting be included in future agenda packs.

C Marriott acknowledged the request and provided assurances to the Board that minutes of the previous meeting would be included in future agenda packs.

6 Active Travel Update (Verbal)

The Chair welcomed Dame Sarah Storey to the meeting.

Dame Sarah Storey thanked the Board for their recent letter of congratulations.

Dame Sarah reported that she had observed the use of an electric single-person vehicle whilst staying at the accommodation village at the Tokyo Olympic Games. She informed the Board that she was considering highlighting its use at the next DfT Board meeting, to enquire if these vehicles could either be imported, or built in the UK, or even better, built in South Yorkshire.

In relation to Active Travel, Dame Sarah reported that she had been very busy and had also taken the opportunity to meet with Mayor Jarvis.

At a recent School Streets visit in Barnsley, several challenges had been raised to her. The main concerns raised were in relation to other people's vehicles parked outside people's homes when dropping off and collecting children from school.

Dame Sarah felt that it would be a good opportunity to expand the School Streets programme across the region. There were a number of good trials currently taking place on school streets, for example in Barnsley and Doncaster.

Councillor Johnson invited Dame Sarah to attend a School Streets visit in the Sheffield area.

The Board were informed that there would be a number of updates next month, which included the announcement around the Comprehensive Spending Review and any announcements from the COP26 summit.

A number of schemes were now reaching completion including the 'Grey to Green' scheme in Sheffield.

On 17 September, Dame Sarah had joined South Yorkshire Police's Road Policing officers in the Rivelin Valley for a 'Close Pass' operation targeting drivers who overtake cyclists too closely. The operation had received national press coverage. Dame Sarah was pleased to note the good work being undertaken by South Yorkshire Police and hoped that the Force would replicate this operation in other areas.

In addition, Dame Sarah had talked to Dr Billings (South Yorkshire Police and Crime Commissioner) at the operation who had stated that, road safety and speeding now featured as a priority in his Police and Crime Plan.

Inspector Kevin Smith had informed Dame Sarah that he was very eager to undertake an operation entitled 'Top Deck', which utilises the top deck of a bus to look for other motoring offences.

Dame Sarah informed the Board that she had recently met with the national lead for fatal collision investigation, Detective Chief Superintendent Andy Cox. There was now an opportunity for collaboration cross-borders where there are roads which need policing from South Yorkshire into Lincolnshire and Nottinghamshire.

Dame Sarah said that there was a lot of focus on being able to support the reduction of the greatest harm, whilst active travel facilities were being built. She felt that the region should use education opportunities to ease the challenges people face when walking and cycling.

The Board discussed recent media coverage around Active Travel in the local press. Following discussion, it was agreed that further work needed to be undertaken with businesses to showcase the good work they are undertaking around Active Travel.

Dame Sarah added that it may be a good opportunity to invite local press from Doncaster, Rotherham and Barnsley to a Wheels for All Centre to observe how bikes are helping people with disabilities.

In response to a query from P Kennan, P Zanzottera reported that Government feedback on the Active Travel fund bid had not yet been received.

The Chair thanked Dame Sarah for her updates.

7 Update on Public Transport Patronage (Verbal)

S Edwards delivered a presentation to update the Board on patronage trends across the region and update on the work being undertaken to support people back to the public transport network.

In summary, the following key points were noted:-

- Nationally, passenger journeys had been in steady decline, particularly in metropolitan areas.
- The impact of the COVID-19 pandemic had resulted in a significant reduction in

passenger numbers.

- Following the easing of Government restrictions bus and Supertram passenger numbers in South Yorkshire were slowly beginning to recover. These were currently around 75% pre-COVID levels.
- There was a common trend across the four districts in relation to bus patronage with concessionary travellers and child travellers being the highest.
- England National Concessionary Travel Scheme (ENCTS) users had also followed a similar pattern across all four districts.
- There was a gap in the leisure travel market across all four districts.
- There were currently concerns around fare payer travellers, with significant variation across the four districts. Barnsley and Doncaster had seen very similar patterns over the entire COVID period and had seen the highest, consistent level of fare payer passenger numbers.
- In comparison, Sheffield had seen the lowest number of fare payer passengers. This was due to the different economies across the region and many office workers now working from home.
- There was now a challenge to get fare payer passengers back onto the transport network.

In relation to the operating environment, the Board was informed that bus services had only been able to operate through the pandemic as a result of Government support.

Whilst First and Stagecoach had positively engaged on the development of the BSIP, operational delivery remained challenging, which was driven by a number of factors, which included:

- Reduced medium-term demand for services and uncertainty over future government support;
- Pressure to reduce services levels to a sustainable level;
- Operating costs and pressure on fares;
- Short-term issues with driver retention and recruitment;
- Potential consolidation in the market; and
- Potential for industrial action.

To support operators, a programme of planned promotional activity had been developed to encourage travellers to use bus and tram services. This included:

- A COVID- Recovery marketing campaign
- ZOOM beyond 18-21 Travel Pass
- ZOOM Under 16 and 16-18 Travel Passes
- Summer Discount Scheme, which had been very popular and over subscribed
- Christmas Bus Campaign
- Wider policy development

The Board requested that a copy of the presentation be circulated to Members.

ACTION: S Edwards

In response to a question from Councillor Johnson, S Edwards confirmed that the Bus Recovery Grant would terminate on 31 March 2022. Government had stated that there would be no further funding for light rail. It was expected that there would

be some revenue support for bus services, however it was yet to be confirmed. There was a risk that there could be a shortfall in funding for 2022/23.

Councillor Johnson asked if bus driver shortages were anticipated to be a long term issue. In addition, he queried if funding could be provided to help operators run driver training courses.

S Edwards said that it was currently an area of challenge for the operators. Due to driver shortages there had been a number of short notice service cancellations being made. To address this, a number of short-term timetables would be introduced at the end of October. He agreed to have a discussion with the operators around the support which could be provided to them to try and help mitigate the current challenges.

P Kennan said that he would undertake a task to develop some key messages to businesses around using the bus instead of the car.

S Edwards said that he produced a weekly report setting the current scene and main issues. He agreed to include Board Members on the circulation list. **ACTION: S Edwards**

The Chair thanked S Edwards for his presentation.

8 **Bus Service Improvement Plan (BSIP)**

A report was considered which requested the Board's support for the South Yorkshire Bus Service Improvement Plan (BSIP), which all Local Transport Authorities are required to produce by the end of October to gain access to further funding for local bus services.

A draft confidential copy of the BSIP for South Yorkshire had been circulated by email for the Board's consideration.

The draft BSIP had been developed alongside the four Local Authorities, bus operators and a number of the key stakeholders identified through the Bus Review.

The Board was informed that discussions were currently ongoing with the Mayor and Leaders and therefore, the BSIP was still a 'live' document and further changes could be made prior to its final submission to the DfT.

Following feedback obtained from the Board and discussions with the MCA's Legal Team, C Shepherd provided the Board with an overview of the additions / amendments made to the BSIP following the September Board meeting.

Councillor Johnson said he was concerned around the ambition of the BSIP, especially with current declining levels of patronage.

S Edwards replied that it would be difficult to return patronage levels to pre-COVID, but there was a consistent and incremental level of growth contained within the BSIP.

Councillor Johnson abstained from agreeing the recommendation set out in the report. He thanked officers for the work undertaken to date.

RESOLVED – That the Board endorses the Bus Service Improvement Plan, for delegated approval by the Chief Executive in consultation with the Leaders and Mayor, prior to submission to Government.

9 Rail Update

A briefing report was delivered to provide the Board with an update on current rail related matters.

The Board was informed that train operators had reported passenger levels were now at 70% versus pre-COVID levels. During the summer, both operators had seen spikes in the leisure market with overcrowding being reported on trains to key tourist locations.

Northern Rail was currently exploring communications aimed at the commuter market and those currently working from home.

The Board noted that the Government's Integrated Rail Plan was anticipated to be published in October 2021, and would provide greater clarity on Government's investment plans related to HS2 and Northern Powerhouse Rail (NPR) investment. Government was also embarking on the transition to Great British Railways, an arm's length railway body which will subsume the responsibilities of Network Rail, most rail functions of DfT and many operator roles.

The Board noted that there had been significant work undertaken by the Manchester Recovery Task Force on a new rail timetable as well as progress on key South Yorkshire schemes and stations. Further details were presented in the report.

In addition, the report provided the Board with updates on the following matters:

- Williams-Shapps Plan for Rail and Great British Railways;
- Network Rail Continuous Modular Strategic Planning (CMSP);
- Hope Valley Line capacity scheme upgrade;
- East Coast Mainline Timetable Consultation;
- Second train per hour on the Penistone Line;
- Second express Sheffield – Leeds service;
- Cross Country - to seek the restoration of the Reading to Newcastle via Doncaster service;
- Restoring Your Railways Bid;
- Station Improvements; and
- Community Rail activity.

P Kennan informed the Board that there was a possibility of a bid coming forward for the Great British Railways Headquarters to be based in Doncaster.

Within Network Rail's Continuous Modular Strategic Planning (CMSP), P Kennan said that it was important for the Board to note what the impact may be

in relation to the Doncaster Sheffield Airport Gateway East rail link and a tram train connection to Doncaster.

In relation to the Hope Valley Line capacity scheme upgrade, the Board was disappointed to note that, due to congestion at both the Sheffield and Manchester ends of the line, at present, there was no guarantee that a third fast train would be delivered from this scheme alone.

P Kennan felt that pressure should be put on Network Rail to review their booking horizons for the sale of rail tickets in advance of travel. He asked if officers could take this up with Network Rail. **ACTION: M Farmer and A Forrest.**

P Kennan also said that the poor performance of East Midlands Railways was of concern, especially around industrial action, fleet problems, crew shortages, poor performing trains and their fares structure.

M Farmer said that she would be attending an East Midlands Railways conference shortly and agreed to raise the issues highlighted above.

P Kennan reported that the first new intermodal express rail freight service from Immingham to Doncaster iPort would be launched on 22 October.

RESOLVED – That the Board noted the update report and discussed key issues.

10 **Highways Capital Maintenance Allocation of the 21/22 Grant**

A report was presented which informed the Board that, in January 2021 the SYMCA Board had approved the distribution of a predicted Highways Maintenance allocation for this financial year.

On award, the allocation had increased, and there was a restructuring of the allocation breakdown, but no changes to grant conditions. The report therefore proposed a method for distribution of the revised award.

Following discussion, the Board agreed to apply the formula for distribution which was used when the original forecast allocation was approved by MCA to the revised settlement value and allocate the funding to the three recipient local authorities as per Table 1 set out at section 1.8 of the report.

RESOLVED – That the Board agreed the formula for distribution of funding which was agreed by MCA for the predicted allocation is applied to the full value of the actual award received.

11 **Programme Approvals**

A report was submitted which sought approval to progress 11 schemes with early release of development cost funding, subject to conditions set out in the Assurance Summaries; release of development cost funding for 1 scheme; and approval of 2 project change requests. The report also requested delegated authority to enter into necessary legal agreements for the schemes.

RESOLVED – That the Board considered and approve:

- i) Progression of “T17 Doncaster Station to College” to full approval and award of £0.41m grant from Transforming Cities Fund (TCF2) to Doncaster Metropolitan Borough Council (DMBC) subject to the conditions set out in the Assurance Summary attached at Appendix A1;
- ii) Progression of “O49 City Centre Cycle Hub” to full approval and award of £0.30m grant from Active Travel 2/Gainshare (ATF2/Gainshare) to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix A2;
- iii) Progression of “D29 Bus Shelters” to full approval and award of £1.11m grant from Gainshare to South Yorkshire Passenger Transport Executive (SYPTTE) subject to the conditions set out in the Assurance Summary attached Appendix A3;
- iv) Progression of “D30 Passenger Information Displays” to full approval and award of £0.67m grant from Gainshare to South Yorkshire Passenger Transport Executive (SYPTTE) subject to the conditions set out in the Assurance Summary attached Appendix A4;
- v) Progression of “T13 A630 Bus Improvements” Outline Business Case (OBC) to Full Business Case (FBC) and the release of development cost funding of up to £0.27m from TCF2 to SYPTTE subject to the conditions set out in the Assurance Summary attached Appendix B1;
- vi) Progression of “T10 Barnsley Station Access Improvements” OBC to proceed to FBC and the release of development cost funding up to £0.19m from TCF2 to Barnsley Metropolitan Borough Council (BMBC) subject to the conditions set out in the Assurance Summary attached at Appendix B2;
- vii) Progression of “T17/3 Bennethorpe to Hallgate Cycleways” OBC to proceed to FBC and the release of development cost funding up to £0.05m from TCF2 to DMBC subject to the conditions set out in the Assurance Summary attached at Appendix B3;
- viii) Progression of “O50 Netheredge Crookes” OBC to proceed to FBC and release of development cost funding up to £0.06m from ATF2/Gainshare to SCC subject to the conditions set out in the Assurance Summary attached at Appendix B4;
- ix) Progression of “T14 West of Doncaster Active Travel” OBC to MCA for approval to proceed to FBC and release of development cost funding up to £0.05m from TCF2 to DMBC subject to the conditions set out in the Assurance Summary attached at Appendix B5;
- x) Progression of “O50 Sheaf Valley Route” OBC to MCA for approval to proceed to FBC and release of development cost funding up to £0.05m from ATF2/Gainshare to SCC subject to the conditions set out in the Assurance Summary attached at Appendix B6;

- xi) Progression of “T8/1&3 City Centre to Attercliffe and Darnall Active Travel” OBC to MCA for approval to proceed to FBC and release of development cost funding up to £1.2m from TCF2 to SCC subject to the conditions set out in the Assurance Summary attached at Appendix B7;
- xii) Release of development cost funding of £0.08m for “O45 Thorne and Moorends” from ATF2/Gainshare to DMBC in line with the details attached at Appendix C;
- xiii) Project change requests as detailed in Appendix D; and

Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered above and enter into the necessary legal grant agreements.

12 Any Other Business

None.

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 and the Environment Board

16 December 2021

Integrated Rail Plan for the Midlands and the North

Is the paper exempt from the press and public? No

Purpose of this report: Discussion

Is this a Key Decision? No

Has it been included on the Forward Plan? No

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Alex Forrest – Senior Programme Manager, Transport
Alex.forrest@sheffieldcityregion.org.uk

Executive Summary

This report sets out the key outcomes of the Government’s Integrated Rail Plan for the Midlands and North that impact on South Yorkshire and how the MCA proposes to respond to the plan, to maximise the benefits for the region.

What does this mean for businesses, people and places in South Yorkshire?

The Integrated Rail Plan for the Midlands and the North determined the Government’s planned investment in major rail projects over the next 20-25 years. This investment, and where it is focussed, will have a significant impact on connectivity and rail patronage and its associated benefits for the UK economy and society.

Recommendations

Note the report and agree the proposed next steps.

Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

- 1.1 Following the publication of the Oakervee Review of HS2 in February 2020, the Government made a commitment to build HS2 in full. However, it also commissioned a further review from the National Infrastructure Commission (NIC) into the rail needs of the Midlands and North. This review was tasked with looking particularly at how best to deliver the eastern leg of HS2 Phase 2b more effectively with Northern Powerhouse Rail (NPR), Midlands Engine Rail and other major rail projects.
- 1.2 The NIC's Rail Needs Assessment report was published in December 2020, and the Government was expected to publish their response to it in the form of an Integrated Rail Plan (IRP) for the Midlands and the North in January 2021. For a variety of reasons, the IRP publication was delayed several times, and it was finally published on 18th November 2021.
- 1.3 This report summarises the key outcomes of the IRP for South Yorkshire and sets out how the Mayoral Combined Authority (MCA) proposes to respond. The table in Appendix A summarises these outcomes in bullet point format and compares what was expected with the actual outcome, and impact on residents and businesses.

2. Key Issues

- 2.1 The IRP resulted in a number of outcomes for South Yorkshire and the wider North, with major projects such as HS2 and Northern Powerhouse Rail (NPR) scaled back but other investment proposed that will bring some benefits sooner. Overall, the outcome was worse than expected for South Yorkshire, as well as neighbouring West Yorkshire, while Greater Manchester and parts of the East Midlands did relatively well out of the plan.
- 2.2 Whilst media headlines reported the 'cancellation' of the eastern leg of HS2 Phase 2b - the leg between the West Midlands and Leeds - on closer analysis, it has not actually been cancelled. The section of the eastern leg from the West Midlands to East Midlands Parkway (on the Midland Mainline south of Derby and Nottingham) will be built. The section from East Midlands Parkway to Leeds will not be built but is also not officially cancelled as the line of route will remain safeguarded, until further work to investigate how best to serve Leeds by HS2 is completed.
- 2.3 Sheffield will still be served by HS2, with two trains per hour (tph) from London as planned but using more of the Midland Mainline. Furthermore, the IRP states that the journey time for these trains will still be 87 minutes between London and Sheffield, the same as with the full eastern leg. Whilst this seems a satisfactory outcome, the journey time of 87 minutes seems rather ambitious given the trains will use more of the Midland Mainline and have an additional stop at Derby. The IRP also committed to complete the Midland Mainline electrification to Sheffield, something that the Mayor has called for many times and will benefit air quality and reduce CO₂ emissions.
- 2.4 The IRP commits to a further study to examine how best to serve Leeds by HS2. £100m has been allocated to this work, although no scope or timescale is set out. SYMCA would expect to be closely involved in this work as it could have implications for our rail network and some of our NPR outcomes. It should also

result in a final decision on whether to cancel or build the remainder of the eastern leg of HS2 from the East Midlands to Leeds. This is crucial for the residents and businesses along the route who continue to live with the blight and uncertainty, an issue MCA officers have already raised with DfT officials, who recognise this.

- 2.5 One of the disappointing and somewhat unexpected outcomes of the IRP was the lack of a commitment to build the section of the HS2 eastern leg between Clayton Junction (just north of Thurnscoe) and Leeds. This was widely expected to be included and would have enabled HS2 and NPR trains to travel between Sheffield and Leeds in 24 minutes, providing the NPR output of 4tph in 30 minutes or less. Without that new line and the new HS2 station in Leeds, this output will be difficult to achieve as trains will have to use the existing East Coast Mainline into Leeds.
- 2.6 The IRP was particularly disappointing for South Yorkshire, and the wider North, on NPR. It failed to commit funding to the whole of the NPR 'preferred network', which included Sheffield's routes to Leeds, Manchester and Hull, as well as onward to Manchester Airport, Liverpool and Newcastle. Therefore, Sheffield is effectively excluded from the NPR network and there is no commitment to any further development work on those corridors including the two new stations at Rotherham Mainline and Barnsley Dearne Valley, or the tram-train extension to Doncaster. Instead, the IRP focuses investment on the Liverpool-Manchester-Leeds corridor, but even there it only committed to a partial new line and a partial upgrade of existing lines and did not include the proposal to serve Bradford via a new line and station.
- 2.7 The IRP commits funding to a significant upgrade of the East Coast Mainline to enable faster journeys between London and Leeds and Newcastle. This investment will also benefit Doncaster, though it is not yet clear if any of the investment will go towards reducing the congestion and performance issues around Doncaster station. There is also a commitment to complete the current Hope Valley Line upgrade but no firm commitment to the third fast train that it should enable.

3. MCA Response to the IRP

- 3.1 Following publication of the IRP, MCA officers have been assessing the implications for the region and discussing a proposed response. A table has been produced showing the expected and actual IRP outcome, which is attached as Appendix A. Work is now focussing on next steps.
- 3.2 The Mayor did a round of media interviews on the day of the IRP release, in conjunction with other Northern Mayors and Leaders, and the MCA issued a press statement, followed by a number of tweets. The Mayor also wrote a detailed response letter to the Prime Minister, which was published on Twitter. The Mayor and Director also had a brief meeting with the HS2 Minister Andrew Stephenson to discuss the IRP. This was followed up with an officer-level meeting with DfT officials covering HS2 and NPR. The IRP has also been discussed with MCA Chief Executives and business groups.
- 3.3 The IRP was the main item on the agenda of the Transport for the North (TfN) Board on 24 November that the Mayor attended, along with the TEB Co-Chair and LEP Member Peter Kennan, and spoke strongly about the adverse impact the IRP will have on the region. The Mayor also put forward an amendment to the motion to

Government proposed by Mayor Burnham, to ensure that Sheffield remains fully on the NPR network. TfN have issued a robust response in the form of statutory advice to Government, on which MCA officers provided comment.

- 3.4 The next stage of the MCA response will be to develop a response to Government. This will focus on schemes that are already funded or in the pipeline and deliverable and are 'no regrets' i.e. they will provide shorter term benefits while not ruling out major longer term investment. The response will be discussed with MCA Local Authority Leaders, business groups and other key partners.
- 3.5 The MCA will also continue to work closely with neighbouring regions (including the HS2 East group of eastern leg authorities), TfN, Network Rail, HS2 Ltd, DfT and Train Operating Companies, to secure the best possible outcome for South Yorkshire, both in the short and longer term, from rail investment.

4. Consultation on Proposal

4.1 N/A

5. Timetable and Accountability for Implementing this Decision

5.1 N/A

6. Financial and Procurement Implications and Advice

6.1 N/A

7. Legal Implications and Advice

7.1 N/A

8. Human Resources Implications and Advice

8.1 N/A

9. Equality and Diversity Implications and Advice

9.1 N/A

10. Climate Change Implications and Advice

10.1 Rail investment, particularly in electrification of the network, will assist in reducing rail's contribution to climate change and CO₂ emissions, and encourage a modal shift from cars to public transport.

11. Information and Communication Technology Implications and Advice

11.1 N/A

12. Communications and Marketing Implications and Advice

12.1 The Mayor and MCA undertook an extensive communications campaign around the publication of the IRP, and will continue to engage with the media, partners and stakeholders around the response to it as appropriate.

List of Appendices Included

A Table of IRP outcomes for South Yorkshire

Background Papers

None

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Integrated Rail Plan – summary of expected and actual outcome for South Yorkshire

<i>What we were predicted to get from the IRP*</i>	<i>What this would mean for people and businesses</i>	<i>Actual IRP outcome</i>
<ul style="list-style-type: none"> • HS2 eastern leg from Birmingham to East Midlands Parkway • HS2 trains from London to Sheffield (2tph) only a few mins slower than original plan • HS2 eastern leg from Clayton Junction (near Goldthorpe) to Leeds • HS2 / NPR trains from Sheffield to Leeds in 24 mins • New NPR/HS2 stations at Rotherham and Dearne Valley Parkway • NPR as planned to Manchester and Hull as well as Leeds • HS2 ‘fast’ trains to Leeds using existing lines through South Yorkshire • Electrification of the Midland Mainline to Sheffield • Investment in smaller local schemes including Restoring your Railways 	<ul style="list-style-type: none"> • This link will still allow faster HS2 trains between Sheffield and London • Little journey time penalty for Sheffield – London HS2 trains • This link will still allow faster HS2/NPR trains to / from Leeds • No journey time penalty for Sheffield – Leeds trains • Faster and more frequent trains to regional centres • No loss of frequency or journey time on NPR corridors from Sheffield • Could impact capacity and / or mean work to four track existing lines • Cleaner electric EMR trains from London, reduced pollution, CO2 and noise • Improvements to local and regional services and capacity 	<ul style="list-style-type: none"> • Included • IRP says it can achieve same journey time as full HS2 plans – 87 mins. • Not included • No journey time benefits for Sheffield to Leeds in plan – further study proposed • No reference to these stations. Could be in doubt due to lack of commitment to NPR Sheffield – Leeds and Hull. • No clear commitment to NPR Sheffield to Manchester and Hull. • No plan for this – only further studies • Included, plus reference to potentially electrifying the Hope Valley Line and north of Sheffield towards Leeds • No reference to any in plan but RYR schemes already committed in budget.

<i>What we were not predicted to get from the IRP*</i>	<i>And what this would mean for people & businesses</i>	<i>Actual IRP outcome</i>
<ul style="list-style-type: none"> • New HS2 line between East Midlands and Clayton Junction • A faster direct HS2 / NPR service from Sheffield to York / Newcastle • Released capacity on the East Coast Mainline to benefit Doncaster • There may be some cutbacks to NPR but not significant for this region 	<ul style="list-style-type: none"> • No real loss to SY connectivity, but removes blight and environmental impact • A relatively small loss – could speed up Cross Country via Doncaster • A relatively small loss – not clear what benefits we would have got from released capacity • We should still get 4tph to Leeds and Manchester with faster times 	<ul style="list-style-type: none"> • As expected, but line of route still safeguarded until further work done • As expected, this is not included • As expected, ECML to be used for Leeds and Newcastle so no released capacity • We seem to have suffered more severe cuts to NPR as the focus is on the core Liverpool-Manchester-Leeds route. No tangible commitment to NPR between Sheffield and Leeds, Manchester or Hull.

* based on news report / leaks and briefings

Transport and the Environment Board

16 December 2021

ZEBRA Business Case

Is the paper exempt from the press and public?	No
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:
Pat Beijer, Director of Transport Operations (SYPTe)

Report Author(s):
Ben Hardy – Project Manager
Ben.hardy@sypte.co.uk

Executive Summary

SYMCA submitted an Expression of Interest (EoI) to DfT on 2 July 2021, as part of DfT's Zero Emission Bus Regional Area (ZEBRA) fund. The South Yorkshire proposal detailed plans for the first Zero Emission Bus (ZEB) roll out across the whole of South Yorkshire.

On 27 July, DfT notified SYMCA that we had been successful with our EoI and that our submission could progress to Phase 2 – Full Business Case (FBC). SYMCA is currently progressing the development of our FBC with a deadline for final submission to DfT of 31 January 2022.

What does this mean for businesses, people and places in South Yorkshire?

This project will provide a boost to the local economy, with the first phase of a transition to Zero Emission buses in South Yorkshire. The introduction of electric buses will contribute to improving local air quality across the region and as such, the project will deliver health benefits through the replacement of diesel buses with electric, improving the lives of commuters, residents and workers along the proposed corridors for the ZEBs. The proposal would deliver improvements across south Yorkshire with electric buses proposed for all four local authority areas. This will directly contribute to the aims of the Clean Air Zone (CAZ) in Sheffield and Air Quality Management Areas (AQMAs) across the region.

Recommendations

This paper recommends that TEB:

- Notes the latest ZEBRA proposals
- Endorses the continued development of the ZEBRA business case based on the information provided in this report
- Notes that approval to submit the final business case to DfT will be sought through the January 2022 Mayoral Combined Authority (MCA) meeting

Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

- 1.1 SYMCA submitted an Expression of Interest EoI to DfT on the 2 July 2021, as part of the Zero Emission Bus Regional Area ZEBRA fund. The South Yorkshire proposal detailed plans for the first Zero Emission Bus (ZEB) roll out across the whole of South Yorkshire. More specifically, the electrification of Stagecoach's 22x (Rotherham to Barnsley) and 221 (Rotherham to Doncaster) bus services, along with a new electric city centre shuttle bus service in Sheffield.
- 1.2 On the 27 July, DfT notified SYMCA that we had been successful with our EoI and decided to take our submission through to Phase 2 – Full Business Case FBC. SYMCA is currently progressing the FBC with a deadline for final submission to DfT on the 31 January 2022.

2. Key Issues

- 2.1 The Government has made available up to £270 million of funding, as part of the ZEBRA scheme. The funding will support the Government's commitment to decarbonisation, help to deliver the 4,000 ZEBs the Government committed to in February 2020, as well as support partnership working between transport authorities, bus operators, and other key stakeholders.
- 2.2 Almost £71 million of the total funding pot has now been allocated, as part of the fast track process, leaving around £199m of funding available for allocation to the standard process, before the end of March 2022.
- 2.3 SYMCA is one of 17 local / Combined Authorities in the standard process that are bidding for a proportion of the £199m available funding.

Under the ZEBRA scheme, DfT will:

- Contribute up to 75% of the **cost difference** between a ZEB and a standard conventional diesel bus equivalent of the same total passenger capacity.
- Contribute up to 75% of the **capital expenditure** incurred for infrastructure as a result of its purchase and installation.

The ZEBRA fund will therefore provide a contribution to the total capital costs involved in rolling out an electric bus project. The project therefore won't provide

the full capital costs of our electric bus proposal and won't contribute any revenue costs to the scheme. SYMCA will need to cover costs such as marketing as well as the scheme monitoring requirements from DfT.

- 2.4 As part of the EoI process, all operators were asked whether they wanted to collaborate with SYMCA on a ZEBRA proposal for our region. From these discussions it was clear that only Stagecoach were prepared to work alongside the MCA on the development of a ZEBRA application.
- 2.5 A workshop was held with all four local authorities and Stagecoach, to discuss options for the ZEB routes for the South Yorkshire proposal. The preferred scheme to emerge from these discussions was to electrify Stagecoach's 221 and 22x bus services. We are working up options with Stagecoach in terms of the purchase of the vehicles and infrastructure. These options could include Stagecoach buying the vehicles with a subsidy from the MCA to cover the extra net cost of purchasing electric buses or the MCA purchasing the vehicles and leasing them to Stagecoach at a rate that reflects the market rate for non-electric vehicles. The most likely and simplest option is Stagecoach purchasing, owning and operating the electric buses. With this option there is a likely requirement for an MCA contribution of 25% of the electric bus premium. This is subject to commercial negotiation with Stagecoach and is subject to compliance with state aid rules.
- 2.6 In addition to Stagecoach's 221 and 22x services (which covers Rotherham, Barnsley and Doncaster) the MCA are working up a ZEBRA proposal in Sheffield. The Sheffield project involves the introduction of a new electric city centre shuttle bus, which would support the imminent creation of the city centre Clean Air Zone (CAZ). The proposed Sheffield City Centre shuttle bus service will require up to £400k per annum revenue support and Sheffield City Council (SCC) is currently working to identify a future source of this funding.
- 2.7 In total, 23 electric single decker buses are proposed for the 221 and 22x routes, all of which will run out of the Rawmarsh depot. For the Sheffield project, a total of 4 electric single decker buses are proposed to cover the operation of the electric city centre shuttle bus service. For the 22x and 221 services, Stagecoach would cover the electricity costs to run the electric buses. For the city centre shuttle bus service, the electricity costs would be covered by the appointed bus operator.

SYMCA will bid for up to £6.80m of DfT ZEBRA funding. A further £6.95m of funding is provisionally allocated from the City Regional Sustainable Transport Settlement (CRSTS). Currently the total project cost, including inflation, is therefore £13.75m. Project costs will be refined through a market engagement process before final business case submission.

3. Options Considered and Recommended Proposal

3.1 Option 1

The Do Minimum option – deciding not to proceed with developing and submitting the ZEBRA business case on the 31 January 2022

3.2 This option does not align with the SYMCA's CRSTS and Bus Service Improvement Plan (BSIP) submissions, which both include the delivery of a zero-emission bus project. This decision would also go against the findings of the South Yorkshire bus review (finding 3 – climate change) which stated that buses needed to play a bigger role in reducing transport emissions and tackling climate change.

3.3 This option does not support the SYMCA in meeting its Energy Strategy target of a fully zero emission public transport fleet by 2035. It will also become harder to meet the Transport Strategy target of a fully zero emission transport fleet by 2040.

3.4 **Option 1 Risks and Mitigations**

There is a risk we would be unable to meet our zero emission and net zero targets. We would also be reliant upon operators investing in ZEBs as per their own renewal programmes. To mitigate this risk, the SYMCA could help speed up the transition to zero emission buses by using capital funding such as CRSTS to help fund or part fund the electric buses and charging infrastructure. This approach would be less cost effective than using our own funding sources in combination with a specific fund such as ZEBRA.

3.5 **Option 2 – Endorse the development of the ZEBRA business case, and note that approval to submit the FBC will be requested through the MCA meeting in January 2022.**

This option supports the continued development of the business case based on the information provided in this report. It is understood that approval will be needed through the MCA meeting in January 2022 to submit the business case on the 31 January 2022.

3.8 **Option 2 Risks and Mitigations**

There is a risk presented by the inclusion of the city centre shuttle bus project within the ZEBRA proposal, as revenue support would need to be sought and guaranteed for a minimum of 5 years. There is also a risk that if our bid to DfT is unsuccessful, we will struggle to deliver against our targets for a zero-emission bus fleet set out in our CRSTS bid and BSIP.

To mitigate these risks, Work is ongoing regarding the commercial model for bus and charger purchasing and ownership. Discussions have been held with both MCA legal and finance, to discuss the proposed approach to the ZEBRA scheme. In addition, external legal advice has been obtained to ensure compliance with state aid / bus subsidy rules.

Options for a FBC submission that allows flexibility in the event revenue funding cannot be secured are being discussed with DfT. SCC is currently investigating sources of revenue funding for the shuttle bus project.

If we are unsuccessful with our ZEBRA bid, the work in progressing the business case will not be wasted. We will be in a far better position to move quickly when another funding opportunity arises, with a FBC ready to be refined as appropriate.

There is a risk that we might not be able to agree on the commercial model with regards to Stagecoach's 22x and 221 services. The most likely commercial model

is Stagecoach buying the buses, with contributions from ZEBRA (DfT) and the MCA. However, there is a fallback leasing commercial model if agreement can't be reached on the operator purchasing option.

3.9 **Recommended Option**

Option 2 – endorse the continued development of the business case and note that approval to submit the final business case will be requested through the MCA meeting in January 2022.

4. **Consultation on Proposal**

4.1 Consultation has taken place with:

- South Yorkshire bus operators;
- The four local authorities in South Yorkshire;

5. **Timetable and Accountability for Implementing this Decision**

5.1 The proposed timetable for the ZEBRA scheme is as follows:

1. Working draft FBC issued to DfT on 19 Nov 2021
2. TEB to discuss the ZEBRA proposal - Dec 2021
3. Supplier engagement (bus / charger manufacturers) – Dec 2021
4. Updated draft FBC issued to DfT - 10 Jan 2021
5. Decision by the MCA to submit the FBC to DfT – 24 Jan 2022.
- 6. FBC (final version) submitted to DfT on 31st Jan 2022**
7. DfT to review submissions during February 2022
8. DfT to announce ZEBRA winners during March 2022
9. Successful authorities to commence delivery of schemes during April 2022
10. Full scheme delivery within two years of funding award (by March/April 2024).

Note: The current programme is for the South Yorkshire scheme, subject to a successful FBC bid, is delivery by around October 2023.

6. **Financial and Procurement Implications and Advice**

6.1 **Procurement:**

The authority has a duty to ensure that all of its procurement is based on value for money principles, achieving the optimum mix of quality and effectiveness for the least outlay. In addition to this duty and the overarching Public Contracting Regulations 2015, relating to transparency and equality of treatment, the value of the services in scope is likely to be above the current WTO GPA threshold and so would require a number of specific procedural steps to be followed. In undertaking a compliant tender process the authority will ensure compliance with the necessary legal and regulatory provisions relating to procurement, whilst encouraging innovation and competition from the market and allowing the authority to choose the optimum solution for requirements based on a balance of quality and price. The authority is committed to ensuring a high standard of ethical practice across our supply chain.

6.2 Finance:

Overall Scheme Cost Summary

The ZEBRA scheme costs will be finalised for the January DfT submission, based on market engagement with suppliers, which is taking place during December 2021, and a decision on the commercial model for the 221/22x services – whether Stagecoach buys and owns the buses, or whether the MCA buys the buses and leases them to Stagecoach. If SYMCA is successful with the ZEBRA bid, we would need to accept financial responsibility for delivering ZEBRA, noting that any risk of increased costs will not be met by DfT.

Whichever commercial model is progressed by SYMCA with Stagecoach, the DfT contribution is the same. DfT will fund 75% of the infrastructure cost and 75% of the premium for the electric vehicles. The remaining costs will be covered by SYMCA and Stagecoach. If Stagecoach purchase the vehicles the MCA is likely to be asked to fund 25% of the premium for these vehicles. In this option, Stagecoach would fund 25% of their depot charging infrastructure costs with DfT funding the remaining 75%. In the alternative option of the MCA owning the vehicles, SYMCA would fund the diesel equivalent bus cost, plus the 25% of the vehicle premium, plus 25% of the depot infrastructure costs, with DfT providing 25% of the vehicle premium and 75% of depot infrastructure costs. With this option Stagecoach would lease the vehicles generating a financial return to the MCA. At this stage the likely return is not known.

Other infrastructure costs for the MCA include pantograph chargers at Rotherham Interchange. In either commercial model, DfT would fund 75% of these costs and the MCA would fund the remaining 25%.

The MCA would also need to cover the costs of the diesel equivalent plus 25% of the electric bus premium for the four city centre shuttle buses, which it would own. The MCA would fund 25% of the infrastructure costs at Sheffield Interchange, with DfT funding the remaining 75%.

To summarise, based on the costs included in the Expression of Interest (to be refined during the December market engagement), DfT will fund up to £6.8m and the MCA would fund up to £6.95m.

Financial risk is being managed through:

- Early market engagement to obtain robust quotations for vehicles and infrastructure products [December 2021].
- Quotations from the Distribution Network Operator (DNO) for required works to upgrade the power network.
- Application of a contingency allowance through an Optimism Bias rate that is aligned with WebTAG.

If the MCA is successful with the ZEBRA bid, we would need to accept financial responsibility for delivering ZEBRA and accept that cost increases will not be met by an increased grant from DfT.

Revenue Costs / Savings

For the 221 and 22x services, Stagecoach would cover the electricity costs to run the electric buses. For the city centre shuttle bus service, the electricity cost would be covered by the appointed operator of the tendered service.

All electric bus services generate an annual saving in vehicle operating costs compared to the diesel operation. For the 221 and 22x services, this saving will ensure long term financial viability. The city centre shuttle bus would have a saving in operating costs compared to the diesel operation; however, this service is not currently in operation and therefore long term financial viability of the service requires committed revenue funding to fund the maintenance and operating costs of the new service, as well as costs to run the service e.g. operator driver costs. It is estimated that the city centre shuttle bus service would require around £400,000 per year of revenue support, over a minimum of five years, to cover the cost of an operator to run the electric city centre shuttle bus service. This cost would vary depending on whether the public need to pay for using the service.

SCC is working to find revenue funding, over a minimum of five years.

Capital Implications on SYMCA

The SYMCA match funding (£6.95m) is proposed to be funded through the CRSTS settlement. Finalisation of that settlement is not expected until the new year. . This contribution value will be reduced significantly if we proceed with the commercial option of Stagecoach purchasing and owning the electric buses through the ZEBRA scheme, however lease income will be foregone. In the option of Stagecoach owning the vehicles on the 221/22x, there would still need to be a contribution by the MCA of 25% of the premium for the electric vehicles. MCA funding would also need to cover:

- 25% of the infrastructure costs at Rotherham Interchange (pantograph chargers for the 221/22x)
- 25% of the infrastructure costs at Sheffield Interchange (charging infrastructure for the city centre shuttle buses)
- The city centre shuttle buses would be owned by the MCA. As such, MCA costs would cover the diesel equivalent plus 25% of the premium for these vehicles.

Options around 221/22x Commercial Model

Discussions are ongoing with Stagecoach with regards to the commercial model for the 221/221 services. SYMCA could purchase and own the electric buses and lease them to Stagecoach on a no better no worse lease rate agreement. The more likely option is that Stagecoach will purchase the vehicles. This approach is Stagecoach's preferred commercial model and the most likely way forward for ZEBRA. The implications of the Stagecoach purchasing the vehicles through the ZEBRA fund are as follows:

- No revenue income or risk for SYMCA, which would be the case through a lease agreement option with Stagecoach. The MCA's assumption during development of the expression of interest was for the operator to buy the electric buses. The leasing option was a fall-back position during following initial discussions where all operators were expressing uncertainty over their long term capital investment plans in South Yorkshire.

- Lower SYMCA match funding capital investment (compared to the purchase and leasing option), with private contributions being made from Stagecoach (buses and infrastructure).

7. Legal Implications and Advice

- 7.1 A final subsidy control opinion will be taken for the scheme that is submitted in January 2022 in order to confirm compliance. If the funding bid is successful appropriate legal agreements will be entered into with the operators and other suppliers.

8. Human Resources Implications and Advice

- 8.1 It is not considered that the project will have implications on HR.

9. Equality and Diversity Implications and Advice

- 9.1 An Equality Impact Assessment (EIA) of the scheme is being undertaken by Arup, which will form part of the FBC.

10. Climate Change Implications and Advice

- 10.1 The introduction of 27 ZEBs will help with the transition to a zero-carbon economy. The ZEBRA proposals would lead to an annual reduction in CO2 emissions by around 1070 tonnes on the 221 bus service, and by around 1000 tonnes on the 22x service. This is through the replacement of diesel buses with electric. The electric city centre shuttle bus won't be replacing existing diesel buses, so there can't be a similar direct comparison.

11. Information and Communication Technology Implications and Advice

- 11.1 The roll out of the electric buses and charging infrastructure would necessitate a back-office system to manage the electricity usage of the electric buses and charging infrastructure. The costs associated with the back office system would be incorporated into the ZEBRA submission.

There will be a requirement for monitoring data to be provided to DfT every quarter for a five-year period. Such data will include aspects such as average daily energy consumption and average daily mileage, battery information etc. Most of the vehicle-based data can be collected automatically via telematics, which would form part of the bus specification in the procurement process.

12. Communications and Marketing Implications and Advice

- 12.1 The ZEBRA proposals provide positive opportunities to highlight the difference the MCA's investments will make to people and passengers, businesses and places across South Yorkshire and how Members are taking action to support the region to meet its Energy Strategy target of a fully zero emission public transport fleet by 2035.

At present, there is no funding identified to deliver the marketing and communications plan which has been developed for the Outline Business Case

(OBC). An 'option B' approach has been developed to identify suggested activity that can be reasonably covered from the Marketing and Communications Team's Business as Usual (BAU) budget and existing resource.

Both options will need further discussion with Stagecoach to understand their full marketing and communications plans around this project. If we are successful in securing funding to deliver ZEBRA, we need to ensure either:

- Funding is identified by the project team to deliver the 'Option A' marketing and communications plan, or
- Budget and resource allocation is provisioned in the FY23 / 24 business plan to cover the 'Option B' marketing and communications plan.

It should also be noted that this work, should our bid be successful, is currently scheduled to take place at the same time as significant planned, concurrent marketing and communications activity. There is likely to be pressure on Marketing and Communications Team resource during this time, and therefore allocating adequate resources is paramount.

List of Appendices Included

None

Background Papers

None

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Transport and the Environment Board

16 December 2021

City Region Sustainable Transport Settlement

Is the paper exempt from the press and public?	No
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Not a Key Decision

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Alex Linton – LTP Programme Manager
alex.linton@syltp.org.uk

Executive Summary

This report presents an update on the status of the City Region Sustainable Transport Settlement (CRSTS) and the next steps needed to meet Department for Transport (DfT) requirements.

What does this mean for businesses, people and places in South Yorkshire?

The CRSTS settlement will provide the vast majority of local transport funding for SYMCA for the next five years and therefore is essential in delivering an efficient and effective transport system and networks to enable reliable movement of people and goods around the region for all purposes.

Recommendations

The Board are asked to note progress on the work required to take forward the CRSTS submission including the requirement to seek further information from all project sponsors and for completion of this within short timescales.

Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

- 1.1 The Government Spending Review included announcements regarding a number of transport funding streams for SYMCA, including the CRSTS provisional award of £570m for the five-year settlement period April 2022 to March 2027.
- 1.2 Following the award announcement the Mayoral Combined Authority (MCA) Executive Team has met with Treasury (HMT) and DfT on a number of occasions to discuss next stage requirements. SYMCA is now required to submit a programme level Business Case by mid-January 2022 before the award is formally confirmed in March.

2. Key Issues

- 2.1 As previously advised to Board, the total CRSTS bid submitted by SYMCA to DfT was £660m. We were also required to submit a lower bound proposal for £400m. The award of £570m was therefore a very positive outcome. This provisional allocation was announced as part of the Government Spending Review and a programme level Business Case - based on the £570m allocation – is now required for assessment by HMT and DfT.
- 2.2 This advice has now been confirmed in writing through a letter from the Secretary of State for Transport to Mayor Jarvis. The letter re-confirmed the level of allocation and outlined DfT expectations for the business case submission process and programme content.
- 2.3 DfT have identified some conditions and specific projects that will be scrutinised in more detail within the business case process. Additionally, individual scheme sign off from DfT will be required for any schemes with a value greater than £50m, anything with a delivery period extending beyond March 2027 and any scheme that potentially carries a revenue risk to the department or other Government funded sources. They have also named schemes within the South Yorkshire programme for which they will require further justification. These are primarily the larger road-based and rail schemes with concerns being centred around the fit with Government's programme objectives of sustainable transport and also future demand for some of the schemes. The scheme sponsors are supporting further development work.
- 2.4 The CRSTS guidance also clearly indicates that Mayors of recipient MCA's will be held far more accountable for performance against these funds and be required to publish delivery progress. It is also expected that a 'Leaderboard of MCA performance' will be produced to further demonstrate Authority standards. This further emphasises the importance of setting deliverable and achievable project targets when setting out the profile and forecast for the programme.
- 2.5 The immediate task ahead is to complete the business case process. The document will need to be based around the DfT standard five case model and there will be specific interest from DfT and HMT in the financial and economic cases. Although described as a programme level business case the informal

verbal guidance also indicates that a degree of project specific detail will be required.

- 2.6 DfT and HMT have arranged a workshop with SYMCA Executive Officers on December 17th. This will be an opportunity to scrutinise the planned programme further and for the MCA to resolve any concerns DfT and HMT may have.

3. Options Considered and Recommended Proposal

3.1 Option 1

Complete the business case submission in line with DfT expectations and requirements, using the prospectus already submitted to DfT as the starting point, supplemented by additional project details.

3.2 Option 1 Risks and Mitigations

Timescales are very tight and completing the business case to the necessary standard will require considerable resource commitment. The scale of task will be managed by making as much use of existing information from the range of documentation drawn together when preparing the original document.

3.3 Option 2

Alternative options are limited, completion of the business case process for CRSTS is mandatory and to not engage with this would put the settlement at risk.

3.4 Option 2 Risks and Mitigation

Weekly meetings have been scheduled with DfT and HMT to work through the submission process to ensure that this is facilitated as effectively as possible.

4. Consultation on Proposal

- 4.1 All the partner organisations have already been engaged in the business case process and next step requirements reported to MCA Chief Executives.

5. Timetable and Accountability for Implementing this Decision

- 5.1 The deadline for submission to DfT is January 17th, to enable the most robust representation at the workshop and allow time for any subsequent update the intention is to have the work substantially complete by December 17th. The award will be confirmed in March, with the programme due to be implemented from April.

6. Financial and Procurement Implications and Advice

- 6.1 Additional guidance on the information we are expected to provide for the financial case as part of the programme-level business case has been provided and is currently being prepared.

7. Legal Implications and Advice

- 7.1 None arising immediately from the report. Moving forward appropriate funding agreements with project sponsors will be put in place. Any direct delivery will be procured in accordance with the MCA's Contract Procedure Rules

8. Human Resources Implications and Advice

8.1 Not applicable.

9. Equality and Diversity Implications and Advice

9.1 Equality, Diversity and Social Inclusion has been actively considered in the design of all projects within the proposed CRSTS programme and will continue to be through the assurance process.

10. Climate Change Implications and Advice

10.1 DfT's carbon reduction requirements will be recognised within all scheme design and the Net Zero Project Director will be consulted in the completion of the business case.

11. Information and Communication Technology Implications and Advice

11.1 Not applicable

12. Communications and Marketing Implications and Advice

12.1 Not applicable

List of Appendices Included

N/A



Transport and the Environment Board

16 December 2021

Programme Approvals

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Funding Decision
Is this a Key Decision?	Yes
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:
Gareth Sutton, Chief Finance Officer/s73 Officer

Report Author(s):
Joe Gardner – Senior Programme and Performance Manager
Joe.gardner@southyorkshire-ca.gov.uk

Executive Summary

This paper requests full approval of 4 schemes and progression of 2 schemes from Strategic Business Case (SBC) and Outline Business Case (OBC) to Full Business Case (FBC), subject to the conditions set out in the Assurance Summaries. The paper also requests delegated authority to enter into necessary legal agreements for the schemes

What does this mean for businesses, people and places in South Yorkshire?

This report is seeking approval to progress business cases and enter into contract for a number of investment proposals which will support the MCA's aspirations.

Recommendations

The Board consider and approve:

1. Progression of "T27 South Yorkshire Rail Station Improvements" to MCA for full approval and award of £3.45m grant from Transforming Cities Fund (TCF2) to South

- Yorkshire Passenger Transport Executive (SYPTE) subject to the conditions set out in the Assurance Summary attached at Appendix A1;
2. Progression of 'O43 Goldthorpe Station Access' to full approval and award of £0.55m grant from Active Travel Fund 2/Gainshare (ATF2/Gainshare) to Barnsley Metropolitan Borough Council (BMBC) subject to the conditions set out in the Assurance Summary attached at Appendix A2;
 3. Progression of 'O44 Elsecar Station Access' to full approval and award of £0.58m grant from ATF2/Gainshare to BMBC subject to the conditions set out in the Assurance Summary attached at Appendix A3;
 4. Progression of 'O46 Warmsworth to Conisbrough Active Travel Link" to full approval and award of £1.0m grant from ATF2/Gainshare to DMBC subject to the conditions set out in the Assurance Summary attached at Appendix A4;
 5. Progression of "D31 Community Transport Electric Minibus" Strategic Business Case (SBC) for approval to proceed to Full Business Case (FBC) for Gainshare funding to SYPTE subject to the conditions set out in the Assurance Summary attached at Appendix B1;
 6. Progression of "T5 A631 Rotherham to Maltby Bus Corridor" Outline Business Case (OBC) to proceed to FBC for ATF/Gainshare funding to RMBC subject to the conditions set out in the Assurance Summary attached at B2; and,
 7. Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered at 2-4 above subject to funding being available.

Consideration by any other Board, Committee, Assurance or Advisory Panel

Assurance Panel	25 October 2021
Assurance Panel	08 November 2021
Assurance Panel	22 November 2021
Assurance Panel	06 December 2021

1. Background

1.1 This report seeks approval for the progression of schemes funded from multiple funding streams. The paper also requests delegated authority to enter into legal agreements for the named schemes.

1.2 Progression of schemes to full approval and award of funding

The paper is seeking progression to full approval and award of funding for 3 projects and progression to the MCA – due to the value exceeding the Board's delegation limits - for one scheme with a recommendation to approve. The schemes are detailed in Appendix A. The total amount of funding requested is £5.38m grant; £3.45m from the TCF2 and £2.13m from the ATF2 fund and previously committed Gainshare. The projects are located across Barnsley and Doncaster. The assurance summaries include conditions of funding which must be met before contract execution.

Full details of the schemes and risks are included in Appendix A.

1.3 Progression of schemes to from SBC/OBC to FBC

The paper is seeking progression from SBC/OBC to FBC for 2 projects which are detailed in Appendix B. The total amount of funding requested is £2.25m from the TCF allocation and £1.40m from previously committed Gainshare. The TCF project is located in Rotherham whilst the Gainshare funding will benefit communities across South Yorkshire. The assurance summary includes conditions which must be met as part of FBC submission.

Full details of the schemes and risks are included in Appendix B.

2. Options Considered and Recommended Proposal

2.1 Option 1

Do not approve the recommendations in this report.

2.2 Option 1 Risks and Mitigations

Inability to approve the projects presented or release development costs may result in a slower pace of delivery and loss of activity/spend to the programmes

2.3 Option 2

Award projects a smaller amount of grant funding

2.4 Option 2 Risks and Mitigation

All funding awards associated with the projects have been fully appraised in line with the SYMCA Assurance Framework to ensure value for money. Funding for these projects is timebound by the funding bodies and any deliverability issues will be managed via alternative funding sources.

2.5 Option 3

Approve all recommendations

2.6 Option 3 Risks and Mitigations

By approving the recommendations, the available programme funding will reduce with funding beyond the original allocations secured from alternative funding sources. However, the projects were included in the bids submitted to the funding bodies and/or are considered a strong strategic fit in line with investment aims.

2.7 Recommended Option

Option 3

3. Consultation on Proposal

- 3.1 Once a project has been accepted onto a programme pipeline, the Value for Money Statement is published on the SYMCA website alongside a summary of the activity. This is updated periodically to include links to the key documents for each project and a record of progress. The SYMCA Executive Team collects any external comments on these schemes, and these are considered as part of the appraisal process. Project sponsors are also required to publish business cases on their own websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the next stages of the application process.

4. Timetable and Accountability for Implementing this Decision

- 4.1 Subject to the approval of the recommendations, the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer will progress to enter into legal agreements with each promoter.
- 4.2 The promoter is responsible for the further development of projects that have gateway approval to the next stage of the SYMCA Assurance process.

5. Financial and Procurement Implications and Advice

- 5.1 The projects presented for approval today are profiled to draw down up to £3.45m from the TCF2 allocation of £166.3m and up to £1.50m from the ATF2/ Gainshare allocation of £7.70m.

6. Legal Implications and Advice

- 6.1 The legal implications of the projects have been fully considered by a representative of the Monitoring Officer and included in the recommendations agreed within the Assurance Summaries as presented in the Appendices.
- 6.2 Prior to awarding the grants, the SYMCA shall ensure contracts are put in place to allow conditions of grant to be discharged.

7. Human Resources Implications and Advice

- 7.1 Not applicable.

8. Equality and Diversity Implications and Advice

- 8.1 Appropriate equality and diversity considerations are taken into account as part of the assurance of the project business cases.

9. Climate Change Implications and Advice

- 9.1 A number of the programmes include new and/or enhanced active travel initiatives and improvements to public and community transport infrastructure thereby shifting private vehicle use to more sustainable modes of transport. This aims to deliver huge benefits for health and the prosperity of cities, positively contributing to the SYMCA's climate change aspirations.

10. Information and Communication Technology Implications and Advice

- 10.1 Not applicable

11. Communications and Marketing Implications and Advice

- 11.1 The approvals provide positive opportunities to highlight the difference the SYMCA's investments will make to people and passengers, businesses and places across South Yorkshire and how Members are taking action to support the region's recovery from COVID.

List of Appendices Included

- A Progression of schemes to full approval and award of funding
- A1 Assurance Summary T27 South Yorkshire Rail Station Improvements (TCF2 FBC)
- A2 Assurance Summary O43 Goldthorpe Station Access (ATF2 / Gainshare FBC)
- A3 Assurance Summary O44 Elsecar Station Access (ATF2 / Gainshare FBC)
- A4 Assurance Summary O46 Warmsworth to Conisbrough Active Travel Link
- B Progression of schemes from SBC to FBC
- B1 Assurance Summary D31 Community Transport Electric Minibus (Gainshare SBC)
- B2 Assurance Summary T5 A631 Rotherham to Maltby Bus Corridor (TCF OBC)

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Appendix A - Progression of schemes to full approval and award of funding

A.1 T27 South Yorkshire Rail Station Improvements (TCF2 FBC)

Appendix A1 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £3.45m from Transforming Cities Fund (TCF2) to South Yorkshire Passenger Transport Executive (SYLTE).

The project will deliver improvements at 11 stations across Barnsley and Doncaster. Improvements relate to 5 prioritised areas: customer information, accessible toilets and baby change, station access, station circulation and ticket offices.

The Benefits and Outcomes –

The project will deliver the following outputs-

- Cycle storage
- Street directional signage
- Toilets
- Lighting enhancement
- Seating
- Passenger information
- CCTV
- Shelters
- Ticket office
- Access improvements
- Surfacing/renewal
- Car park enhancement

The project will also contribute to the following outcomes –

- Improved Quality of station environment
- Access for all at rail stations
- Improved perception of rail station
- Increased rail patronage
- Greater availability of secure cycle parking

The project has a clear strategic rationale, demonstrating strong linkage the SEP, and national and local policy to improve connectivity and encourage modal shift towards “greener”.

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A1.

A.2 O43 Goldthorpe Station Access (ATF2/Gainshare FBC)

Appendix A2 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.55m from Active Travel Fund / Gainshare (ATF2 / Gainshare) to Barnsley Metropolitan Borough Council (BMBC).

The Goldthorpe Station Access scheme is a package of measures which seeks to improve walking and cycling connectivity to the existing rail station at Goldthorpe.

The Benefits and Outcomes –

The project will deliver the following outputs-

- Provision of an Active Travel route along Nicholas Lane, Thurnscoe Bridge Lane and Shepherd Lane;
- Provision of new bridleway;
- Widening of existing shared footways;
- Provision of 9 new uncontrolled crossings at junctions;
- Provision of new lighting
- New signage / wayfinding.
- Bus stop improvements;
- Speed limit advisory change to 20mph outside Highgate Primary

The project will also contribute to the following outcomes –

- Encourage more cycling/walking;
- Create an environment that is safer for both walking and cycling to replace journeys made by car;
- To increase patronage on public transport
- To provide safe, attractive and direct pedestrian and cycle routes to rail stations
- To create a cultural shift towards making cycling and walking the natural choice for shorter journeys
- To affect a mode shift away from the private car
- To improve air quality and environmental impacts within the Dearne Valley Corridor
-

The scheme fits well with the SEP, the Transport Strategy, the Active Travel Implementation plan and national policies to encourage urban living and active travel.

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A2.

A.3 O44 Elsecar (ATF2/Gainshare FBC)

Appendix A3 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.58m from ATF2 / Gainshare to BMBC.

The Elsecar Active Travel Scheme consists of a package of measures which seeks to improve walking and cycling connectivity between Elsecar Heritage Centre and Cortonwood Retail Park

The Benefits and Outcomes –

The project will deliver the following outputs-

- Enhancement of 3.2km of existing Public Right of Way (PRoW) and Trans Pennine Trail (TPT) via improvements, widening and resurfacing;
- Introduction of zebra crossing on Wentworth Road and improved crossing facility on Wath Road;
- Wayfinding signage;
- Improvements to public realm, which will include improved footways within Elsecar Park, additional seating, greenscape improvements and route finders which will showcase Elsecar Heritage Centre attractions;
- Reduction of speed limit to 40mph on Water Lane;
- Introduce a wider 30mph speed limit within Elsecar and extend on Wentworth Road. Introduce 'dragons' teeth' road markings and speed roundels. A buffer speed limit of 40mph will also be introduced to between 60mph and 30mph zones

The project will also contribute to the following outcomes –

- Encourage more cycling and walking
- Create an environment that is safer for both walking and cycling to replace journeys made by car
- To create a cultural shift towards making cycling and walking the natural choice for shorter journeys.
- To effect a mode shift away from the private car
- To improve Air Quality and work towards City Regions Net Zero Carbon aspirations.

The scheme fits well with the SEP, the Transport Strategy, the Active Travel Implementation plan and national policies to encourage urban living and active travel.

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A3.

A.4 **O46 A630 Conisbrough to Warmsworth Cycle Superhighway (ATF/Gainshare FBC)**

Appendix A4 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £1m from ATF2 / Gainshare to DMBC.

The A630 Conisbrough to Warmsworth scheme will deliver 2 km of new LTN 1/20 standard bi-directional cycle superhighway with pedestrian improvements delivered alongside. A new toucan crossing will enable residents in Conisbrough to access the new active travel facility and enable more active travel journeys towards Doncaster Town Centre.

The Benefits and Outcomes –

The project will deliver the following outputs-

- 2km of new cycling infrastructure
- 2km of improved walking infrastructure
- 1 junction improvement to benefit non-car modes.
- 1 Toucan crossing
- Improved cycle storage within Conisbrough and Warmsworth
- Improved street lighting along the active travel corridor

The project will also contribute to the following outcomes –

- More walking and cycling journeys across the SCR
- Increased use of the local cycling and walking network
- Increased percentage of population cycling to work

The scheme fits well with the SEP

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A4.

Assurance Summary

Scheme Details

Project Name	T27 South Yorkshire Rail Station Improvements	Type of funding	Grant
Grant Recipient	South Yorkshire Passenger Transport Executive	Total Scheme Cost	£3,461,667
MCA Executive Board	Transport and the Environment Board	MCA Funding	£3,451,959
Programme name	Transforming Cities Fund (TCF2)	% MCA Allocation	99.7%



Appraisal Summary

Project Description	
<p><i>Is it clear what the MCA is being asked to fund?</i></p> <p>Yes. As stated in the OBC, facilities at 11 local rail stations need to be renewed/replaced/added that are outside Northern Rail's responsibility and are not normal maintenance. Two of the stations (Goldthorpe and Thurnscoe) are to be demolished and these have been replaced by Elsecar and Darton. This does not affect the strategic rationale or the approximate cost of the scheme.</p> <p>Assets to be replaced/renewed or added consist of:</p> <ul style="list-style-type: none"> - Cycle storage - Street directional signage - Toilets - Lighting enhancement - Seating - Passenger information - CCTV - Shelters - Ticket office - Access improvements - Surfacing/renewal - Car park enhancement 	
Strategic Case	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale</i></p> <p>Yes. The preferred scheme directly addresses the issues of low quality rail station infrastructure and facilities deterring people from using rail travel as an alternative to the private car. It also improves facilities at the stations for access by sustainable modes.</p> <p><i>...and provide a strong justification for public funding?</i></p> <p>Yes. The items are currently not within Network Rail or Northern's responsibilities.</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p>

	All three strategic goals of the SEP are targeted, and the scheme is consistent with national and local policy to improve connectivity and encourage modal shift towards “greener”.		
Contribution to Carbon Net Zero	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes.		
SMART scheme objectives	<i>State the SMART scheme objective as presented in the business case.</i> <ol style="list-style-type: none"> 1. Improved Quality of station environment 2. Access for all at rail stations 3. Improved perception of rail station 4. Increased rail patronage 5. Greater availability of secure cycle parking <p>These will be monitored by sample surveys, observation and ongoing data collection at stations. This is well described in the MEP (Appendix K)</p> <i>Is there a ‘golden thread’ between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> Yes		
Options assessment	<i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Yes – all realistic options in terms of station improvements have been considered and refined between OBC and FBC using a structured process considering the pros and cons of all options.		
Statutory requirements and adverse consequences	<i>Does the scheme have any Statutory Requirements?</i> Yes – Landlords’ consent to the detailed designs to be drawn up by the D&B contractor. Network Rail is the landlord, as station owner. <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No		
Value for Money			
Core monetised Benefits	Core BCR= 2.10	Non-monetised and wider economic benefits	<i>[Values/description – supplementary form]</i> Enviro: Slight beneficial: Noise, LAQ, GHG. D.I.A: Positive impact on Security, accessibility
<i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> None of the sensitivity tests undertaken at FBC stage give a BCR below 1.5 .		<i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> No	
Value for Money Statement			
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i> Yes			
Risk			
<i>What are the most significant risks?</i> <ol style="list-style-type: none"> 1. Shortage of materials 2. Insufficient tenders are returned to award contracts due to uncertainty around labour markets/materials and longer-term impact on construction prices 3. Construction cost increases following approval of FBC (during implementation) 			

<p>4. Landlords consent (including station change)</p> <p>5. Covid pandemic escalates with a return to further lockdown measures</p> <p><i>....and is there evidence that these risks are being mitigated?</i></p> <p>Yes. These risks will be managed by Northern. Their cost estimates include a 30% risk allowance.</p> <p><i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i></p> <p>No</p> <p><i>Are there any significant risks associated with securing the full funding of the scheme?</i></p> <p>No</p> <p><i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i></p> <p>No. There is no alternative to the procurement route proposed, in which NR procures a D&B contractor on behalf of SYPTE.</p>
<p>Delivery</p> <p><i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i></p> <p>Start on site is 13/6/22. Completion Dec 2022. This seems reasonable, being based on past experience and including consultation with other stakeholders (3 months) who whilst in principle may approve, will need to see the detail.</p> <p><i>Is the procurement strategy clear with defined milestones?</i></p> <p>Yes</p> <p><i>What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?</i></p> <p>75-95% but likely to be 75% currently, until tender prices received and reviewed (31/12/21). Cost overruns will lead to de-scoping (reduction in number of interventions) or additional MCA funding being requested.</p> <p><i>Has the promoter demonstrated clear project governance and identified the SRO?</i></p> <p>Yes</p> <p><i>Has the SRO or other appropriate Officer signed of this business case?</i></p> <p>Yes</p> <p><i>Has public consultation taken place and if so, is there public support for the scheme?</i></p> <p>This commenced 25/10 according to the Business Case. It is very unlikely that the proposals will be controversial.</p> <p><i>Are monitoring and evaluation procedures in place?</i></p> <p>Yes, there is an MEP.</p>
<p>Legal</p> <p><i>Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?</i></p> <p>Yes. No.</p>

Recommendation and Conditions

Recommendation	Proceed to contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	

Prior to contract the following to be provided:

- Appendices A and B with details consistent with the inputs and outputs shown in the FBC
- Scope of works for contracted activity to be procured
- Final signed version of Full Business Case

Prior to drawdown of funding the following to be provided:

- Final scope for each individual station and breakdown of costs by station.

Conditions to be included in contract:

- Project will be subject to standard clawback conditionality clauses
- The Recipient is liable to cover cost overruns beyond the grant award



Assurance Summary

Scheme Details

Project Name	O43 Goldthorpe Station Access FBC	Type of funding	Grant
Grant Recipient	Barnsley Metropolitan Borough Council	Total Scheme Cost	£603,585
MCA Executive Board	Transport and the Environment Board	MCA Funding	£550,176
Programme name	Active Travel Fund / Gainshare (ATF2 / Gainshare)	% MCA Allocation	91%

Appraisal Summary

Project Description	
<i>Is it clear what the MCA is being asked to fund?</i> Yes. Outputs shown below.	
Strategic Case	
<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. The scheme fits well with the SEP, the Transport Strategy, the Active Travel Implementation plan and national policies to encourage urban living and active travel.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Well. The scheme is promoted as a key part of plans to achieve these aims.
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> SMART objectives are given as: Short term <ol style="list-style-type: none"> 1. Encourage more cycling/walking; 2. Create an environment that is safer for both walking and cycling to replace journeys made by car; 3. To increase patronage on public transport 4. To provide safe, attractive and direct pedestrian and cycle routes to rail stations Long term <ol style="list-style-type: none"> 5. To create a cultural shift towards making cycling and walking the natural choice for shorter journeys 6. To affect a mode shift away from the private car in those areas where new opportunities are likely to see an increase in demand or where growth could be stifled 7. To improve air quality and environmental impacts within the Dearne Valley Corridor <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> Each of these is specified in detail with targets that are measurable, with timescale, metrics and plans for measurement detailed in Appendix A (BR and M&E plans).

	<p>Outputs are:</p> <ul style="list-style-type: none"> • Provision of an Active Travel route along Nicholas Lane, Thurnscoe Bridge Lane and Shepherd Lane; • Provision of new bridleway; • Widening of existing shared footways; • Provision of 9 new uncontrolled crossings at junctions; • Provision of new lighting - everywhere; • New signage / wayfinding. • Bus stop improvements; • Speed limit advisory change to 20mph outside Highgate Primary. <p>Pedestrian and cycle counts, attitude surveys, and air quality measurement will be undertaken as part of the M&E of the scheme. Distributional Impact screening proforma completed - further analysis will need to be undertaken for FBC.</p>		
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes – See Appendix J. The applicant has followed a logical and systematic process to define the optimal features of the scheme in comparison to high and low-cost alternatives and shown that the preferred option best meets strategic and economic objectives.</p>		
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>No.</p>		
Value for Money			
Core monetised Benefits	<p>Core BCR = 1.25</p> <p>Sensitivity tests: +25% uplift BCR = 1.7 -25% uplift BCR = 0.79 Costs +10% BCR = 1.14</p>	Non-monetised and wider economic benefits	<p><i>[Values/description – supplementary form]</i></p> <p>On a scale -2 to +2: +2 For increased demand for AT, net zero carbon, health, economics. 0 For Improved PT viability, Social value</p>
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>Yes</p> <p>An uplift has been used (*2) significantly lower than observed for similar schemes linking villages elsewhere (per Sustrans). Results are likely to be most sensitive to this. The nature of the scheme and experience of the Applicant in schemes of this type makes it likely that costs will not overrun.</p>			
Value for Money Statement			
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i></p> <p>No – low VfM (1.25)</p>			
Risk			
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i></p>			
Risk	Mitigation	Owner	

Increase in price of construction materials, availability of materials, delivery	Watching brief on the impacts Robust costs	Project Manager / Site Supervision
Failure to maintain political support	Ensure robust support and communication	Project Manager
Statutory Undertakers Apparatus	Early submissions for stats information	Design Team / Project manager
Lack of Public Support for Goldthorpe Station Access Scheme	Public consultation already done. Further work will be resident led to avoid imposing on residents.	Design Team / Project manager
Traffic Management and the safety of road users	Stringent traffic management measures will need to be in place	Project Manager / DLO

The Applicant is keeping a QRA updated. The scheme cost includes a provision for risks eventuating at the p50 level.

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

Standard Conditions will apply

Are there any significant risks associated with securing the full funding of the scheme?

No

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No

Delivery

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes, but perhaps 1 month slippage: FBC approval Nov 2021 may be premature.

Is the procurement strategy clear with defined milestones?

Yes. DLO route chosen.

What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

90%.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes.

Has the SRO or other appropriate Officer signed of this business case?

Yes.

Has public consultation taken place and if so, is there public support for the scheme?

Yes – two rounds of online public consultation have taken place.

Are monitoring and evaluation procedures in place?

Yes, a clear and comprehensive approach has been outlined.

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes. Legal opinion is included within the OBC document (7.7)

Recommendation and Conditions

Recommendation	Approved to proceed to contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
Prior to contract the following to be provided: <ul style="list-style-type: none">• Appendices A (including Risk Log) and B with details consistent with the costs shown in the FBC• Final signed version of Full Business Case	
Conditions to be included in contract: <ul style="list-style-type: none">• Project will be subject to standard clawback conditionality clauses• The Recipient is liable to cover cost overruns beyond the grant award	

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Assurance Summary

Scheme Details

Project Name	O44 – Elsecar Active Travel Lane FBC	Type of funding	Grant
Grant Recipient	Barnsley Metropolitan Borough Council	Total Scheme Cost	£592,506.38
MCA Executive Board	Transport and the Environment Board	MCA Funding	£575,177
Programme name	Active Travel Fund / Gainshare (ATF2 / Gainshare)	% MCA Allocation	97%

Appraisal Summary

Project Description													
<i>Is it clear what the MCA is being asked to fund?</i> Yes. Outputs shown below.													
Strategic Case													
<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> The scheme fits well with the SEP, the Transport Strategy, the Active Travel Implementation plan and national policies to encourage urban living and active travel.												
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> The scheme is promoted as a key part of plans to achieve these aims.												
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> The AMAT tool has been used to indicate that there is a good potential for the scheme to encourage more cycling and walking in the area. Whilst a small proportion of the total travel demand, any increase in active travel at the expense of motorised, contributes to reducing emissions.												
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i> <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> Table 3.7 in the FBC lists the scheme's five general and specific objectives and how success will be measured against these. (Note that the strategy date refers to the span of the strategy – outcomes will be known by 2024.)</p> <p>Short-Term</p> <table border="1"> <thead> <tr> <th>Objective</th> <th>Specific</th> <th>Measurable</th> <th>Achievable</th> <th>Relevant</th> <th>Time Related</th> </tr> </thead> <tbody> <tr> <td>1. Encourage more cycling and walking;</td> <td>Improvements to this active travel route will lead to increases in walking and cycling.</td> <td>Increase the number of walking and cycling trips on the existing Elsecar route over the 2019 figures. 2019 Figures Cycling – 19719; Walking – 63793. Targets</td> <td>TPT counts will determine if this has been achieved</td> <td>SCR Transport Strategy Policy 5. 3.2km of enhanced active travel route, of which 0.85km will be new. Provision of Zebra Crossing</td> <td>SCR Transport Strategy Success Criteria by 2040</td> </tr> </tbody> </table>	Objective	Specific	Measurable	Achievable	Relevant	Time Related	1. Encourage more cycling and walking;	Improvements to this active travel route will lead to increases in walking and cycling.	Increase the number of walking and cycling trips on the existing Elsecar route over the 2019 figures. 2019 Figures Cycling – 19719; Walking – 63793. Targets	TPT counts will determine if this has been achieved	SCR Transport Strategy Policy 5. 3.2km of enhanced active travel route, of which 0.85km will be new. Provision of Zebra Crossing	SCR Transport Strategy Success Criteria by 2040
Objective	Specific	Measurable	Achievable	Relevant	Time Related								
1. Encourage more cycling and walking;	Improvements to this active travel route will lead to increases in walking and cycling.	Increase the number of walking and cycling trips on the existing Elsecar route over the 2019 figures. 2019 Figures Cycling – 19719; Walking – 63793. Targets	TPT counts will determine if this has been achieved	SCR Transport Strategy Policy 5. 3.2km of enhanced active travel route, of which 0.85km will be new. Provision of Zebra Crossing	SCR Transport Strategy Success Criteria by 2040								

		39% - uplift in cycling by 2040. 65% - uplift in walking by 2040.		on Wentworth Road. Improved crossing on Wath Road Lower speed limit to 30mph on Wentworth Road from 60mph.	
2. Create an environment that is safer for both walking and cycling to replace journeys made by car;	Improvements to the Elsecar AT and provision of safe crossing points will make it safer to travel between Elsecar and Cortonwood and reduce car travel between the two.	39 accidents 2015-2020 - 50% reduction after 2 years of scheme opening and a 75% reduction after 5 years of scheme opening. Appendix L indicates the route these accidents occurred on. (Blue Line).	STATS 19 returns will determine whether this objective has been achieved	SCR Transport Strategy Policy 4.	SCR Transport Strategy Success Criteria by 2040

Longer term

Objective	Specific	Measurable	Achievable	Relevant	Time Related
3. To create a cultural shift towards making cycling and walking the natural choice for shorter journeys. Note: This objective is linked to objective 1. The provision of the scheme will act as a demonstration effect where more	The scheme aims to increase the number of trips made by walking and cycling	March 2021 survey – appendix R: <ul style="list-style-type: none"> ▪ Cycling – 15.2% ▪ Walking – 33.6%. Increase this to: <ul style="list-style-type: none"> ▪ Cycling – 20% ▪ Walking – 37%. 2 years after scheme opening. Increase this to:	Repeat of consultation to assess how much change has occurred since March 2021 survey.	SCR Transport Strategy Policy 5.	SCR Transport Strategy Success Criteria by 2040

	<p>cycling acts as a multiplier to encourage more cycling.</p>		<ul style="list-style-type: none"> ▪ Cycling – 25% ▪ Walking – 40%. <p>5 years after scheme opening.</p>				
	<p>4. To effect a mode shift away from the private car in those areas where new opportunities are likely to see an increase in demand or where growth could be stifled</p>	<p>The provision of the Elsecar AT scheme will enable better access to employment sites on the A6135 Dearne Valley Parkway and Elsecar Heritage Centre.</p>	<p>Elsecar sits within Hoyland Milton ward. Increase the number of residents without access to a car from current 26.5% to 30% after 2 years and 35% after 5 years of scheme opening.</p>	<p>Manual/ video pedestrian cycle counts</p> <p>Fully functioning automatic cycle counts</p>	<p>SCR Transport Strategy Policy 5.</p>	<p>SCR Transport Strategy Success Criteria by 2040</p>	
	<p>5. Improving Air Quality and work towards City Regions Net Zero Carbon aspirations.</p>	<p>The Elsecar AT scheme aims to reduce levels of particulate matter (PM10 and Nitrous Oxide (NO₂))</p>	<p>Reductions in levels of pollutants within 2 years of opening to 37 µg/m³ Within 5 years to reductions to 34 µg/m³.</p>	<p>Detailed modelling will determine whether if this objective is achievable</p>	<p>SCR Policy 7</p>	<p>SCR Transport Strategy Success Criteria by 2040</p>	
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>The Applicant has used MCD analysis to identify the best combination of routes, measures and facilities to maximise net benefits to transport users and providers. All but the preferred option were discarded as failing to meet all objectives. In particular the high cost option was ruled out as taking longer than available within the programme.</p>						
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i> Yes – temporary and permanent TROs required.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No</p>						
Value for Money							

Core monetised Benefits	BCR = 1.65	Non-monetised and wider economic benefits	<p><i>[Values/description – supplementary form]</i></p> <p>In main OBC: On a scale -2 to +2: 2: Increased demand for AT, net zero carbon, health, economics. 0: Improved PT viability, Social value</p> <p>In transport Supplementary form: Mod. Beneficial: physical activity, accessibility Slight Beneficial: Noise, LAQ, GHG, Safety, security, severance Neutral: personal affordability</p>
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In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?

Forecasts of cost are realistic and include a risk provision of 8%

If costs increase a further 10% - BCR falls to 1.52

Forecasts of demand are conservative / realistic based on current usage of the TPT and recent growth rates

If demand uplifts +25% - BCR increases to 2.05

If demand uplifts -25% - BCR falls to 1.26

If costs increase 10% and demand uplift fall 25% - BCR falls to 1.1

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?

Medium

Risk

What are the most significant risks and is there evidence that these risks are being mitigated?

The risks remain as below:

Risk	Mitigation	Owner
COVID and the impacts – potential issue around delivery of materials, contractors working on site	Watching brief on the impacts – particularly Tier levels Safe Working practices on site	Project Manager / Site Supervision
Failure to maintain political support	Ensure robust support and communication plan.	Project Manager
Statutory Undertakers Apparatus	Early submissions for stats information	Design Team / Project manager
Old Mine Workings	Most of the borough is made of old mining villages, so ground investigation surveys will be required where any deep excavation is required	Design Team / Project manager
Part 1 Claims	Given the impact on AT schemes have had in the news - this will need to be carefully monitored should any Part 1 claims be forthcoming	Project Manager / Legal team

Some further public consultation has taken place as requested – a survey of residents' attitudes to the scheme (details in Appendix R). This shows that the great majority of respondents support the proposals.

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

<p>Standard conditions will apply</p> <p><i>Are there any significant risks associated with securing the full funding of the scheme?</i></p> <p>No – 100% ATF funded</p> <p><i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i></p> <p>Competition for resources across programmes could add delay and cost due to pressure on capacity of contractors.</p>
<p>Delivery</p> <p><i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i></p> <p>Yes. Start on site post 21/12/21 (DLO contract), completion March 2022. Some slippage likely.</p> <p><i>Is the procurement strategy clear with defined milestones?</i></p> <p>Yes. DLO – contracted by 21/12.</p> <p><i>What is the level of cost certainty and is this sufficient at this stage of the assurance process?</i></p> <p>90%. Yes.</p> <p><i>Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?</i></p> <p>Yes (ITB)</p> <p><i>Has the promoter demonstrated clear project governance and identified the SRO?</i></p> <p>Yes.</p> <p><i>Has the SRO or other appropriate Officer signed of this business case?</i></p> <p>Yes</p> <p><i>Has public consultation taken place and if so, is there public support for the scheme?</i></p> <p>Yes, a general surveys and virtual meetings with residents, visitors and business owners have taken place and a scheme-specific online survey was carried out in August 2021 which indicated a high level of local support for the scheme.</p> <p><i>Are monitoring and evaluation procedures in place?</i></p> <p>Yes, a clear and comprehensive approach has been outlined.</p>
<p>Legal</p> <p><i>Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?</i></p> <p>Yes. Legal opinion is included within the FBC document (7.7b)</p>

Recommendation and Conditions

Recommendation	Approved to proceed to Contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>Prior to contract the following to be provided:</p> <ul style="list-style-type: none"> • Project Risk Log • Appendix B (Social Value Outcomes) • Final signed version of Full Business Case <p>Conditions to be included in contract:</p> <ul style="list-style-type: none"> • Project will be subject to standard clawback conditionality clauses • The Recipient is liable to cover cost overruns beyond the grant award 	



Assurance Summary

Scheme Details

Project Name	O0046 A630 Conisbrough to Warmsworth Cycle Superhighway FBC	Type of funding	Grant
Grant Recipient	DMBC	Total Scheme Cost	£999,924
MCA Executive Board	TEB	MCA Funding	£999,924
Programme name	ATF £673,924/Gainshare £326,000	% MCA Allocation	100%

Appraisal Summary

Project Description	
<p><i>Is it clear what the MCA is being asked to fund?</i></p> <p>Yes:</p> <ul style="list-style-type: none"> • 2km of new cycling infrastructure • 2km of improved walking infrastructure • 1 junction improvement to benefit non-car modes. • 1 Toucan crossing • Improved cycle storage within Conisbrough and Warmsworth • Improved street lighting along the active travel corridor 	
Strategic Case	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes - the response is clear that the funds would enable DMBC to provide a 2km bi-directional cycle track with separate pedestrian improvements and a new toucan crossing. The submission explains what the project is expected to deliver; a new active travel facility which will enable active travel journeys between Conisbrough and Warmsworth.</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Partially - the proposed scheme supports the objectives set out in the SEP, but does not discuss the RAP. However, the response at Section 2.5 does briefly indicate which outcomes derived from SEP and RAP are supported by the proposed scheme - albeit the level of detail provided is limited and unquantified.</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes</p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p> <p>Yes.</p>
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes- There is a clear rationale for the selection of short-listed options. The principal options available to the promoter (without acquiring new land) have been considered. A shared (cycling and walking) facility would not encourage walking to the same degree as a</p>

	segregated facility although no attempt has been made to estimate this effect, possibly because the capital costs of a shared lane is expected to be 90% of the capital cost of a segregated one.		
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i> TROs only. <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No adverse consequences are identified within the submission which could not be addressed through conventional engagement and engineering processes. For example, there may be some short- term disruption to local businesses and the transport network during construction of the elements of the package.</p>		
Value for Money			
Core monetised Benefits	[Core BCR – table 4.22] 2.00	Non-monetised and wider economic benefits	[Values/description – supplementary form] High and Positive effect claimed for: LAQ Accessibility
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> No. The AMAT assessment followed guidance and results are reasonable. Counts in Jun 2021 indicate substantial demand exists already and the uplifts are based on similar scheme/area results. However, it is not clear if the comparators are appropriate. If only 75% of the forecast uplift is achieved, the BCR drops to 1.03. The key sensitivity is to cycling demand uplift (68%). If walking demand increased by 10% BCR would be 1.72.</p>		<p><i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> No.</p>	
Value for Money Statement			
The scheme has the potential to achieve a high BCR			
Risk			
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i> Lack of public support continuous engagement with stakeholders is in place COVID restrictions – little can be done Increasing competition for resources – early contractor involvement is planned (is this relevant with the DLO?) <i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i> No <i>Are there any significant risks associated with securing the full funding of the scheme?</i> No <i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i> No</p>			
Delivery			
<p><i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i> Yes - commencement now stated to be in November. <i>Is the procurement strategy clear with defined milestones?</i> Yes, DLO to be used for civils <i>What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?</i> 100%, Yes, Yes.</p>			

Has the promoter demonstrated clear project governance and identified the SRO?

Yes

Has the SRO or other appropriate Officer signed of this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

Yes

Are monitoring and evaluation procedures in place?

Not clearly.

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes, No

Recommendation and Conditions

Recommendation	Proceed to Contract
-----------------------	---------------------

Payment Basis	Defrayal
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Conditions of Award (including clawback clauses)

The following conditions must be satisfied before contract execution.

1. Confirmation that the spend profile provided in Appendix A is correct,
2. Agree detailed schedule of inclusive growth indicators and targets (e.g. % of [previously unemployed] locals offered permanent contracts and apprenticeships, mentoring and school engagement and engagement with the local supply chain) to ensure the project delivers wider socio-economic benefits and that these can be captured, monitored and reported.

The conditions above should be fully satisfied by 06/01/2022. Failure to do so could lead to the withdrawal of approval.

The following conditions must be satisfied before drawdown of funding.

3. Formal confirmation of commitment to address any cost overruns without unduly compromising project outputs and outcomes.

The following conditions must be included in the contract

4. Clawback will be applied on outputs at MCA discretion

Record of Recommendation, Endorsement and Approval

Project Name

Appraisal Panel Recommendation

Board Endorsement

MCA Approval

Date of Meeting

Date of Meeting

Date of Meeting

**Head of Paid Service
or Delegate**

Ruth Adams
Deputy CEX

**Endorsing Officer
(Board Chair)**

**Approving Officer
(Chair)**

Signature

Signature

Signature

Date

Date

Date

**S73 Officer or
Delegate**

Gareth Sutton
Finance Manager

Statutory Finance Officer Approval

Signature

Name:

Date

**Monitoring Officer or
Delegate**

Steve Davenport
SCR CA Solicitor

Signature:

Signature

Date

Date:

Appendix B - Progression of schemes from SBC/OBC to FBC

B.1 D31 Electric Community Transport Minibuses (Gainshare SBC)

Appendix B1 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £1.40m from Gainshare to South Yorkshire Passenger Transport Executive (SYPTTE).

This project is phase 1 of a wider programme to upgrade the 42 community transport minibuses owned by SYPTTE to electric vehicles .

The Benefits and Outcomes

The project will contribute to the following programme output (detail to be confirmed as part of FBC submission) -

- Replacement of a proportion of the CT minibus vehicles within SYPTTE's vehicle replacement programme (VRP) in South Yorkshire by 2022/23.

The project will also contribute to the following outcomes –

- Reduction in carbon emissions through use of zero emission vehicles compared to the existing diesel vehicles, by 2022/23.
- Improvements to local air quality through CT minibuses producing zero tailpipe emissions, by 2022/23.

The project is considered well aligned to the SEP, RAP and Carbon Net Zero strategic objectives, and aims to deliver on the Mayor's pledges for Greener and Fairer investment.

The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B1.

B.2 T5 A631 Rotherham to Maltby Bus Corridor (TCF OBC)

Appendix B2 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £2.25m from TCF2 to Rotherham Metropolitan Borough Council (RMBC).

The scheme objectives are to reduce peak period bus journey times along the bus lanes proposed and thereby improve perceptions of bus services and increase bus patronage

The Benefits and Outcomes

Three sections of bus lane are proposed, all along the A631 Bawtry Road:

- Between Addison Road, Maltby and Denby Way, Hellaby (1.2 km length). This bus lane consists of an additional lane.

- In the vicinity of Wickersley School and Sports College (0.2 km length). This bus lane consists of a combination of additional lanes, and repurposing existing acceleration / deceleration tapers, in the Rotherham-bound direction; and,
- Improvements to the bus stop at Brecks Crescent to ease the passage of buses pulling away phase 1 of a wider programme to upgrade the 42 community transport minibuses owned by SYPTE to electric vehicles

A BCR of 0.20 would not normally be acceptable if referenced to the DfT Value for Money Framework. However, the scheme aims - reducing journey times to make buses more attractive for residents and businesses - will contribute to the three goals of the Programme. These are to improve access to economic opportunity, achieve a cleaner and greener Sheffield City Region and deliver a safer, more reliable and accessible public transport network. The alignment with MCA objectives is strong enough to regard this scheme to be of strategic importance

The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B2.



Assurance Summary

Scheme Details

Project Name	D31 Electric Community Transport Minibuses	Type of funding	Grant
Grant Recipient	South Yorkshire Passenger Transport Executive	Total Scheme Cost	£1,773,941
MCA Executive Board	Transport and the Environment Board	MCA Funding	£1,400,000
Programme name	Gainshare	% MCA Allocation	79%

Appraisal Summary

Project Description	
<i>Is it clear what the MCA is being asked to fund?</i> Yes. The bid is for phase 1 of a scheme costing £3.5 - £5m for “upgrading” all 42 CT minibuses owned by SYPTE with electric vehicles. Levelling Up funding has been bid for separately. This phase will therefore upgrade up to half the fleet.	
Strategic Case	
<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes, it aims to deliver on the Mayor’s pledges for Greener and Fairer investment by reducing roadside emissions whilst maintaining the health benefits provided to disabled and elderly people who would otherwise be more confined to their living areas.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Well aligned
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Implicitly, although there is no quantification/monetisation of this impact
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> No commitment to measuring outcomes against objectives is made <i>Is there a ‘golden thread’ between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> No
<i>Options assessment</i>	<i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> No. There is shortlist of BAU, full replacement, partial replacement and depot v vehicle upgrade but no consideration of whether the service provides a significant, socially necessary service as stated by the promoter that could not be provided by alternative means and why it’s not fundable through other budgets or privately, or, more cheaply per trip, as a subsidy to private bus operators. How frequently and for what purpose are trips provided to patients? What would happen if funding were not provided?
<i>Statutory requirements and adverse consequences</i>	<i>Does the scheme have any Statutory Requirements?</i> No <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No

Value for Money			
Core monetised Benefits	<i>[Core BCR – table 4.22]</i> None calculated	Non-monetised and wider economic benefits	<i>[Values/description – supplementary form]</i> None provided – Likely to be related to health
<i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> Unknown – requires quantification of demand and benefit.		<i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> Unknown.	
Value for Money Statement			
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i> Unknown			
Risk			
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i> Note: Appendix A3 Risk Log not seen by Assessor – but bid has this:			
Risk/Uncertainty	Mitigation activity		
1. Cost	Arup is currently working up options around minibuses and chargers. It hasn't yet been decided what size of vehicle should be used. Larger vehicles offer greater operator flexibility, but require greater charge time and cost a lot more money. Smaller vehicles take less time to charge, are cheaper to buy, but are not as flexible operationally. Arup will be providing a range of options, which SYPTe will consider and make a recommendation on within the subsequent OBC/FBC. This decision will ultimately determine how many vehicles / chargers we can buy with the initial funding allocation.		
2. Power requirements at each minibus depot.	Ongoing work There has been initial engagement with Northern PowerGrid, but more detailed estimates are needed.		
3. Procurement route.	There are lots of different projects going on across the city region with regards to charging infrastructure. It is not known what route we will use to deliver this project. A procurement strategy will be developed as part of the next phase of work.		
4. Vehicle and charger specifications.	The requirements are currently being worked through by Arup. Further details will be provided in the OBC/FBC.		
5. Barnsley CT depot is leased, so getting landlord approval is a potential risk, although considered a small risk. Landlord permissions are not needed at the other depots.	Low risk – but needs to be followed up.		
6. A decision is still to be made on the location of the initial phase.	A decision has not yet been made on where to implement the first phase of electric CT minibus roll out. The decision could become political as although it is likely that other future funding sources would pay for the full roll out, there are no guarantees.		
<i>Are there any significant risks associated with securing the full funding of the scheme?</i>			

Yes– Levelling Up Funding not secured - 50% of total scheme cost. This will be confirmed at OBC

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No – the existing contract is to be extended.

In

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes, the applicant is pressing for approval this month to achieve March delivery target.

Is the procurement strategy clear with defined milestones?

No – it will be provided with the OBC (by 19/10?)

What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

<30%

Has the promoter demonstrated clear project governance and identified the SRO?

No

Has the SRO or other appropriate Officer signed of this business case?

No

Has public consultation taken place and if so, is there public support for the scheme?

Yes. "Engagement has been undertaken with SYPTE's bus services team, SCR, as well as the Community Transport operators. All are supportive of the project and understand the need from an air quality / carbon reduction perspective."

Are monitoring and evaluation procedures in place?

No

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes – the scheme does not raise any additional concerns than the current arrangements which relate to providing free vehicles to some operators who compete in the mainstream market with others. The vehicles would still be free.

Recommendation and Conditions

Recommendation	Proceed to FBC
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
For the FBC: <ul style="list-style-type: none">• An assessment of the "Do Nothing" with:<ul style="list-style-type: none">- Remaining life of existing vehicles- Quantification of annual demand (type and purpose of persons) and fleet mileage- Details of new/upgraded vehicles – number, cost, specification, emissions,• Preferred option to include:<ul style="list-style-type: none">- Clear specification of work- 75% certainty on cost estimates- Confirmed match funding- Targets v Fairer and Greener aims.	

Assurance Summary



Scheme Details

Project Name	T0005 A631 Rotherham to Maltby Bus Corridor OBC (revised)	Type of funding	Grant
Grant Recipient	RMBC	Total Scheme Cost	£2385,826
MCA Executive Board	TEB	MCA Funding Requested	£2,385,826
		MCA Funding Available	£2,250,000
Programme name	TCF	% MCA Allocation	95%

Appraisal Summary

Project Description

Is it clear what the MCA is being asked to fund?

Three sections of bus lane are proposed, all along the A631 Bawtry Road:

1. Between Addison Road, Maltby and Denby Way, Hellaby (1.2 km length). This bus lane consists of an additional lane;
2. In the vicinity of Wickersley School and Sports College (0.2 km length). This bus lane consists of a combination of additional lanes, and repurposing existing acceleration / deceleration tapers, in the Rotherham-bound direction; and,
3. Improvements to the bus stop at Brecks Crescent to ease the passage of buses pulling away

Strategic Case

<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes. There is a clear rationale with strong justification for funding apart from the traffic management measures at this stage</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Yes. The scheme clearly aligns with all relevant strategies and plans of the region, LA's and HMG</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes.</p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <ul style="list-style-type: none"> • Scheme objectives are to reduce peak period bus journey times along the bus lanes proposed and thereby improve perceptions of bus services and increase bus patronage relative to the 'do minimum' case. <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p> <p>Yes. The scheme aims, by reducing journey times, to make buses more attractive to use for residents and businesses thereby achieving the three goals of improving access to economic opportunity, achieving a cleaner and greener Sheffield City Region and a safer, more reliable and accessible public transport network. Progress will be monitored via a number of monitoring systems available.</p>

Options assessment		<i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i>	
		Yes, the scheme proposes to address a clear problem and is the best engineering solution for it.	
Statutory requirements and adverse consequences		<i>Does the scheme have any Statutory Requirements?</i>	
		Yes. TRO's only, expected Jan 2022	
		<i>Are there any adverse consequences that are unresolved by the scheme promoter?</i>	
		The LTN measures originally proposed have been removed from the scheme. The ARCADY modelling undertaken in connection with the design of the setback is sufficient to confirm, for OBC, that delays would be minimal. However, for FBC it is recommended that additional surveys are undertaken to repeat the exercise and further refine the design.	
Yes.			
Core monetised Benefits	<i>[Core BCR – table 4.22]</i>	Non-monetised and wider economic benefits	<i>[Values/description – supplementary form]</i>
	0.20		Environmental and social benefits have not been quantified Reliability has been analysed to some extent
<i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i>		<i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i>	
A BCR of 0.20 would not normally be acceptable if referenced to the DfT Value for Money Framework. Further assessment outside the journey time modelling could be undertaken to potentially bolster the BCR. As mentioned within the Economic Case, a single year has been used to assess the scheme benefits – we recommend that either an additional future year is used to demonstrate the profile of benefits (which could result in a higher BCR) or text is provided to demonstrate the likely increase in benefits as a result of increased congestion in the DM.		Reliability can and in this case should, be monetised as is likely to far outweigh the core benefits to passengers passing over the interventions. It is likely that this would more than cover the scheme costs.	
Value for Money Statement			
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i>			
Yes, although this needs confirmation at FBC			
Risk			
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i>			
<ul style="list-style-type: none"> • Unforeseen utility works • Works cost not market tested • Additional and/or extended tarmac layers at tie-ins or within scheme where lower layers to be retained (Assumptions re: existing build up / infrastructure prove to be optimistic, or where more extensive resurfacing required) • Design amendments - miscellaneous dayworks • 1/17 and 1/13 may be onerous - resulting in additional night and weekend working 			
The levels of risk shown across the management case are minimal and the risk register (Appendix 5) shows that the risks are capable of being managed. An extra risk that needs to be included is that PT services decline in frequency or accept route diversions, meaning that the project benefits are not realised.			
<i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i>			

No.
Are there any significant risks associated with securing the full funding of the scheme?
No.
Are there any key risks that need to be highlighted in relation to the procurement strategy?
Yes.
The procurement strategy only confirms that the scheme will be delivered by the Council’s internal delivery team, or alternatively by direct appointment through existing frameworks available to RMBC. This should be confirmed at FBC

Delivery

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?
Yes, there is a clear management and delivery plan and scheme milestones are realistic for a scheme of this scale.
Is the procurement strategy clear with defined milestones?
No, there is uncertainty re DLO or open market which needs resolving and confirming before FBC submitted.
What is the level of cost certainty and is this sufficient at this stage of the assurance process?
60%, No. Needs to be 75% and based on actual scheme design
Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?
No.
Has the promoter demonstrated clear project governance and identified the SRO?
Yes, Yes, Paul Woodcock
Strategic Direction, Regeneration & Environment
Has the SRO or other appropriate Officer signed of this business case?
No.
Has public consultation taken place and if so, is there public support for the scheme?
Yes, scheme specific engagement has been carried out and it has been decided to remove a controversial element. The remaining elements are fully supported
Are monitoring and evaluation procedures in place?
Yes. Traffic monitoring including surveys will be undertaken on completion to check operation and to monitor levels of usage. Review of SYPTE bus journey time data will be conducted one- and three-years post completion to measure the impact of the scheme on improving bus journey times and reliability. This will provide the evidence to monitor the SMART objectives. Evaluation will be led by SYMCA

Legal

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?
Yes. No.

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Recommendation and Conditions

Recommendation	Proceed to FBC with conditions
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	

Required for FBC:

- 1. Consideration of an additional modelled year and review of traffic growth/congestion in DM scenario**
- 2. Inclusion of monetised reliability benefits in a “wider BCR”**
- 3. Clarity on social and environmental benefits**
- 4. A DIA scoping study**
- 5. Detailed design drawings**
- 6. Decision on procurement method and impact on costs and milestones**
- 7. The TCF request to be capped at £2.25m in line with programme baseline.**
- 8. Strategic Case needed due to low BCR**

Record of Recommendation, Endorsement and Approval

Project Name

Appraisal Panel Recommendation		Board Endorsement		MCA Approval	
Date of Meeting		Date of Meeting		Date of Meeting	
Head of Paid Service or Delegate	Ruth Adams Deputy CEX	Endorsing Officer (Board Chair)		Approving Officer (Chair)	
Signature		Signature		Signature	
Date		Date		Date	
S73 Officer or Delegate	Gareth Sutton Finance Manager	Statutory Finance Officer Approval			
Signature					
Date					
Monitoring Officer or Delegate	Steve Davenport SCR CA Solicitor				
Signature					
Date					
		Date:			

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Transport and the Environment Board

16 December 2021

Programme Performance Report

Is the paper exempt from the press and public?	No
Purpose of this report:	Monitoring/Assurance
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:

Gareth Sutton, Chief Finance Officer/s73 Officer

Report Author(s):

Sue Sykes – Assistant Director – Programme and Performance Unit

Click or tap here to enter email address of Author 1

Executive Summary

This report provides the Board with the latest performance information on Transport and Environment capital programmes being delivered on behalf of the MCA. The report is intended to support oversight and scrutiny.

What does this mean for businesses, people and places in South Yorkshire?

The MCA's investment in South Yorkshire's travel and transport infrastructure is critical to delivering upon the region's broader aspirations. Performance information supports the robust oversight and management of this delivery.

Recommendations

That Board members:

- Consider the performance information provided to identify future performance deep-dives or significant areas of risk;

Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

- 1.1 The South Yorkshire Mayoral Combined Authority currently has fifty-four projects which fall within the remit of the Transport Skills and Environment Board. The schemes are resourced from various funding streams with an aggregate value of £235.47m.

This report gives an overview on the performance of programmes and the projects within them, highlighting management actions being taken to mitigate risks.

- 1.2 The expenditure baseline for 21/22 was initially set at £102.51m with the latest forecasts suggesting outturn expenditure of £58.27m. This level of expenditure will generate a material underspend of £44.24m (43%).
- 1.3 Of this value £24.89m (56%) is funded from conditional government grant, and consents will likely be required to roll-forward funding unspent at the year-end to future periods.

2. Current Position by Funding Stream

- 2.1 The table presented below highlights the forecast full-year expenditure profiles set against the baseline targets. The table highlights underspend across the funded programmes of activity, cumulatively totalling £44.24m:

Funding Stream	2021/22 Baseline	2021/22 Forecast	2021/22 Variance
	£m	£m	£m
Getting Building Fund (GBF)	£17.35	£9.01	-£8.34
Active Travel 2 (ATF2)	£7.34	£2.00	-£5.34
Transforming Cities Fund 2 (TCF2)	£47.53	£36.32	-£11.21
Legacy LGF incl. Retained Major	£27.10	£7.75	-£19.35
Gainshare	£3.19	£3.19	-
	£102.51	£58.27	-£44.24

The table below highlights that of the forecast full-year expenditure, claims totalling only 3% of the forecast have to-date been received, processed, and paid:

Funding Stream	2021/22 Forecast	2021/22 Claims	2021/22 Claims
	£m	£m	%
ATF2	£2.00	£0.08	4.00%
Legacy LGF incl Retained Major	£7.75	£0.00	0.00%
GBF	£9.01	£1.51	16.76%
TCF2	£36.32	£0.15	0.41%
Gainshare	£3.19	£0.00	0.00%
	£58.27	£1.74	2.99%

The GBF, TCF and ATF2 baseline targets are set by government, requiring in-year allocations to be fully defrayed within the financial year. There is no comparative grant conditionality timeline pressure on Gainshare funding, the legacy LGF activity, nor the Retained Major funding for the Parkway widening scheme.

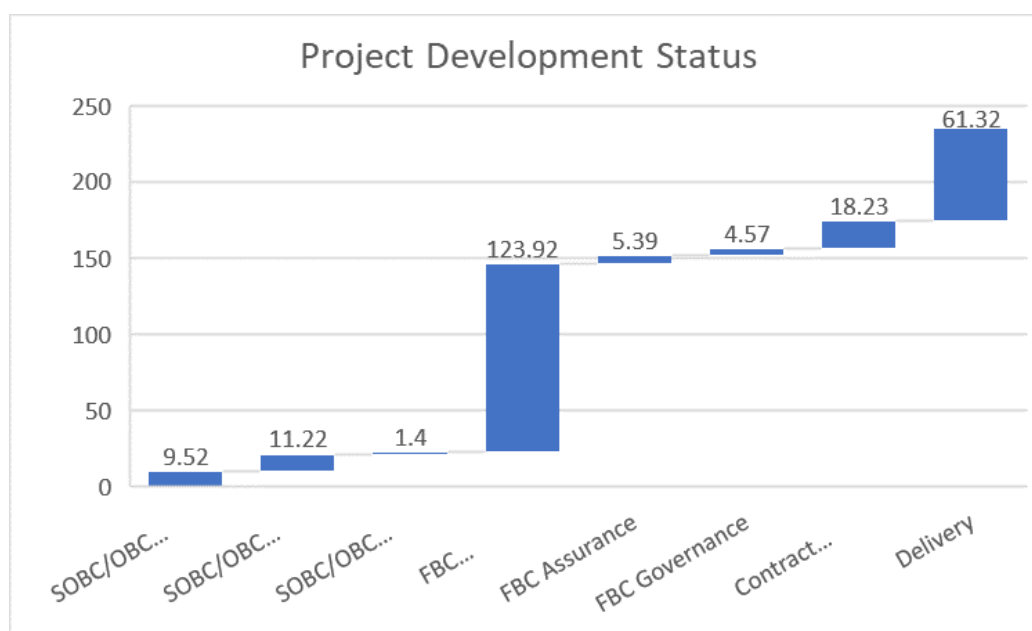
The pace of the capital programme in this thematic area has been reported as a concern throughout the year, with performance now likely to be beyond complete mitigation in a number of areas.

Of particular concern is the underspend now likely to accrue on the Getting Building Fund programme where underspend is reported across all delivery partners, largely reflecting both the challenging timetable and known pressures across the supply chain and labour market.

The MCA continues to enjoy good collaboration from partners, with mitigations being considered across a number of projects. The MCA also continues to work with Government to identify compliant flexibilities that could be applied to support the delivery of the projects in full.

2.2 Development Status of Projects

2.3 The graphic below exemplifies the milestone status of projects by value. The graphic reflects to the full £235.47m thematic portfolio. Viewing information in this format supports scrutiny of the full programme from end-to-end rather than simply monitoring in-year expenditure. The graphic highlights that only c. 11% of the portfolio is in delivery with the weight of schemes now in FBC development:



2.4 The weighting of activity at FBC development supports forecasting that there will be a significant number of schemes entering into delivery in the final quarter of the year, with a significant amount of expenditure set to be incurred in the new financial year. Concern remains around the c. £22m of schemes that remain in early stages of their development.

2.5 Concerns around the region's ability to deliver all its TCF2 activity by March 2023 now appear to be abating as the final tranche of TCF funding (£72m) is rolled into the new five-year City Region Sustainable Funding Settlement. This change is expected to give the delivery bodies a longer timeframe over which to deliver on projects.

3. Management Actions

3.1 Close monitoring is on-going and full programme reviews, where they have not already commenced, will be undertaken. This will reaffirm delivery status and inform remedial actions required to address risk.

3.2 The MCA is proactively engaging Government on the status of the programmes, seeking flexibilities where they may be available.

4. Consultation on Proposal

4.1 Project sponsors are required to publish business cases on their own websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the next stages of the application process.

5. Timetable and Accountability for Implementing this Decision

5.1 Updates to the Board will continue to be made throughout the year

6. Financial and Procurement Implications and Advice

6.1 This report notes the slower than forecast pace of the TEB capital schemes. The report notes the potential implications for funding. The report further notes the work being undertaken within the MCA with local partners and national government to mitigate this risk.

7. Legal Implications and Advice

7.1 The funding agreement for the schemes provide that any failure to make adequate progress against the spend profile identified may result in the reduction or withdrawal of further funding

8. Human Resources Implications and Advice

8.1 None

9. Equality and Diversity Implications and Advice

9.1 None

10. Climate Change Implications and Advice

10.1 None

11. Information and Communication Technology Implications and Advice

11.1 None

12. Communications and Marketing Implications and Advice

12.1 None

List of Appendices Included

None

Background Papers

None

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Transport and the Environment Board

16 December 2021

Consultation on the Bus Service Improvement Plan and Enhanced Partnership

Is the paper exempt from the press and public?	No
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Not a Key Decision

Director Approving Submission of the Report:
Stephen Edwards, Executive Director (SYPTTE)

Report Author(s):
Chloe Shepherd
Chloe.shepherd@sheffieldcityregion.org.uk

Executive Summary

This report provides an update on the Enhanced Partnership (EP) process and proposed public consultation. The development of a Bus Service Improvement Plan (BSIP) and entering an EP are required to unlock access to transformational bus funding from the Department for Transport (DfT). A period of consultation with bus operators commenced 17 November 2021 and will be followed by a period of public consultation in early 2022. Once both consultations are complete, the MCA will consider the consultation responses and determine whether to make any amendments to the Enhanced Partnership Plan or Enhanced Partnership Scheme before they are formally made.

What does this mean for businesses, people and places in South Yorkshire?

The Strategic Economic Plan (SEP) and the Mayor's Transport Strategy both underline the importance of the bus network to businesses, residents and visitors in South Yorkshire, whilst the independent Bus Review commissioned by the Mayor indicated a number of issues with the current network. The contents of the BSIP include a range of short, medium and long term actions aimed at supporting the recovery from the COVID-19 pandemic and providing the bus

network that South Yorkshire needs to achieve its aims for a stronger, fairer and greener region.

Recommendations

It is recommended that the Board notes the process of entering Enhanced Partnership arrangements and endorses the approach to the public consultation planned for January 2022.

Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

- 1.1 The National Bus Strategy, “*Bus Back Better*”, published in March 2021, required all Local Transport Authorities (LTAs) to produce a BSIP by the end of October 2021 and to enter statutory arrangements in order to be eligible for transformational funding for local bus services, from April 2022. An Enhanced Partnership is a statutory arrangement (under the 2017 Bus Services Act) between a Local Transport Authority, Local Highway Authorities, and local bus operators and has two components, a Plan and a Scheme (or Schemes).
- 1.2 Consultation is required as part of this statutory process on both the Enhanced Partnership Plan and Scheme before they can be formally made. Once finalised, the Plan and Scheme would form the basis of the work of the Enhanced Partnership, which would become operational from April 2022.

2. Key Issues

- 2.1 The current legislation governing bus networks in England covers different models of delivery, each determining when and how activities, interventions and policies are implemented, with the most appropriate model selected based upon what an LTA is trying to achieve. The MCA agreed in June 2021 that the short-term priorities in our BSIP will be delivered through an Enhanced Partnership model, with the Partnership to be in place by April 2022.
- 2.2 The process of entering an Enhanced Partnership is set out in legislation and requires an Enhanced Partnership Plan (EPP) and one or more Enhanced Partnership Schemes (EPS) (the latter being the detail of how elements of the former will be delivered) to be developed. These documents must then be consulted on with both local bus operators and the public.
- 2.3 The BSIP is the basis of the EPP for South Yorkshire and sets out the region’s ambition for bus services. The EPP also includes mandatory targets and a list of 40 prioritised activities that when implemented, will contribute to improving the South Yorkshire bus network and deliver the agreed vision.
- 2.4 The other element of the EP is the EPS, which contains the measures that will be implemented to deliver the aims of the EPP. DfT guidance states that only measures with confirmed funding in place can be included in the EPS, therefore some elements relating to our City Region Sustainable Travel Settlement (CRSTS) programme have been omitted until further confirmation has been received from DfT.

2.5 At the November MCA it was decided that the EPP and EPS could be released for bus operator consultation. The Notice to Operators was issued on 17 November 2021 and this consultation will run for a period of 28 days, concluding on 16 December. The MCA also agreed that following the end of the operator consultation, and provided there were not sufficient operator objections, a period of public consultation can commence in January 2022.

2.6 As the DfT has set the timeline within which SYMCA must have established an Enhanced Partnership, our Statutory consultation will be tailored to meet those timescales. It is therefore proposed that the public consultation process will run for a period of six weeks to enable a report to be taken to the MCA in March 2022, seeking approval to enter in to the EPP and EPS arrangements in April. Once both the operator and public consultation is complete, the consultation responses, the proposed EPP and EPS will be presented to the MCA for their consideration and approval in March 2022.

3. Options Considered and Recommended Proposal

3.1 Option 1

The TEB could decide to delay or postpone the public consultation.

3.2 Option 1 Risks and Mitigations

This option is not recommended as the submission of a BSIP and entering statutory arrangements is linked to DfT bus funding, therefore delaying or opting out of the process could impact the options available to improve bus services in South Yorkshire. There would also be an associated reputational risk.

3.3 Option 2

The Board continues with the planned consultation on EP arrangements.

3.4 Option 2 Risks and Mitigations

This option is recommended as the EPP and EPS have been developed in partnership with stakeholders and bus operators, therefore continuing to pursue an Enhanced Partnership would prevent delay to the delivery of the measures proposed. The risks associated with this approach are low as entering EP arrangements in the short term, does not preclude alternative arrangements being established in the future.

3.5 Recommended Option

Option 2 is recommended to the Board.

4. Consultation on Proposal

4.1 The EPP has been developed following the Bus Review published in June 2020. The public consultation conducted as part of the Bus Review has been used as evidence in the development of the BSIP and therefore builds on that initial evidence base. The drafting of the BSIP has been undertaken collaboratively with Local Authority partners, bus operators in South Yorkshire and with input received from groups including Job Centre Plus and the Peak District National Park. Discussions have also been held with Derbyshire County Council and

Nottinghamshire County Council due to the cross-boundary nature of some of the region's bus services.

- 4.2 The period of statutory consultation proposed to take place on the EPP and Scheme will take place in January 2022. This consultation will follow the 28 day period of statutory consultation with the operators which commenced on 17 November and will close on 16 December 2021. Following both periods of consultation, the consultation responses and the EP documents will be taken to the MCA in March 2022 to seek approval for their making.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Following the end of the operator consultation period, the public consultation will take place in January 2022. The March MCA meeting will receive the updated EP documents for their consideration ahead of formalising the Enhanced Partnership in April 2022.

6. Financial and Procurement Implications and Advice

- 6.1 As set out in DfT's National Bus Strategy, the creation of a BSIP and entering statutory arrangements is required in order to access transformational funding for buses. The quantum of funding is currently unknown however Government support is required to deliver the actions in our BSIP/EP Plan. DfT have stipulated that the content of the first EP Scheme should reflect known funding sources only, therefore the activities included in our CRSTS programme have not been included at this stage.

7. Legal Implications and Advice

- 7.1 S.138F Transport Act 2000 requires that the MCA consult on the EPP and EPS. The first stage is to consult with local operators and provided insufficient objections are received from the operators then the MCA may proceed to wider consultation. The MCA will be required to have proper regard to the consultation responses when determining whether to make the EPP/EPS

8. Human Resources Implications and Advice

- 8.1 None as a result of this paper.

9. Equality and Diversity Implications and Advice

- 9.1 The EPP sets out the region's plans for improving accessibility across the bus network and on board our services. The public consultation will be shared with passenger groups that represent a cross section of society so they can comment on the content of the plan, ahead of delivery. A revised Equality Impact Assessment will be concluded once the consultation is completed.

10. Climate Change Implications and Advice

- 10.1 The EP Plan sets out the scale of change required to meet the regions net zero targets by 2035. At present the region does not have any zero emission buses and

the EP Plan identifies the trajectory, costs and initial projects that could begin the transition from diesel to alternative fuels.

- 10.2 The EP Plan also recognises that modal shift from Private Car to Bus is vital to achieving the region's climate ambitions and as such additional measures will need to be taken, over and above fleet replacement to ensure they are met

11. Information and Communication Technology Implications and Advice

- 11.1 None as a consequence of this paper.

12. Communications and Marketing Implications and Advice

- 12.1 The period of public consultation planned for early 2022 on the Enhanced Partnership Plan and Scheme, will require the support of the Communication and Marketing teams. There is a resource implication associated with the creation of consultation materials in addition to the interpretation of the result following the conclusion of the consultation period. To mitigate this impact, teams have been engaged early in the process to enable resource planning to take place.

List of Appendices Included

N/A

Background Papers

None

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