

**SHEFFIELD CITY REGION
TRANSPORT EXECUTIVE BOARD**

Date: Monday 12 October 2015

Venue: Sheffield Town Hall

Time: 8.00 am

AGENDA

Item	Subject	Page
1	Welcome and Introductions	
2	Urgent Items / Announcements	
3	Declarations of Interest	
4	Minutes of the Previous Meeting held on 28th July	1 - 2
<u>Key matters for consideration</u>		
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Informal meeting to consider requirements for the:

SCR CA TRANSPORT EXECUTIVE BOARD

28th JULY 2015

COMMITTEE ROOM 2, SHEFFIELD TOWN HALL

Present and Apologies

Cllr Julie Dore (Sheffield CC)
Martin McKervey (LEP)
Dave Young (SYLTE)
Julie Hurley (SCR Executive Team / SYLTE)
David Allatt (SCR Executive Team)
Tom Finnegan-Smith (Rotherham MBC) *attending for Commissioner Manzie*
Craig Tyler (Joint Authorities Governance Unit)

Apologies were received from Cllr Ann Syrett (Bolsover DC), Neil Taylor (Bassetlaw DC) and Ben Still (SCR Executive Team)

Introduction

The Board noted work undertaken over recent weeks to consider the roles, responsibilities and requirements for the SCR CA Transport Executive Board (TEB).

It was noted that the TEB is one of 5 Boards being created by the Combined Authority as part of the introduction of executive style governance arrangements, with each Board to have Local Authority Leader (2), Chief Executive (2) and LEP representatives (2) Board Members.

It was noted that detailed information concerning how the Boards will operate may be found in the reports submitted to the June meeting of the Combined Authority and the common scheme of delegations maybe found within the revised version of the CA constitution.

Transport Governance Arrangements

The Board was presented with a discussion paper which captures information relating to a number of aligned but until now separate work streams which have been considering; the requirements for the Transport Board as agreed by the CA, the role of the Transport Committee going forward and how it accords with new arrangements, and governance related considerations which has been informing the scheme of delegations.

The Board considered the report and made the following decisions:

- The Board should be supported by named individuals representing strategic partners (organisations suggested were Highways England, Network Rail, Transport for the North, HS2 Ltd, SYPTE and the Chair of the Transport Committee)
- Deputies for Board Members will not be permitted.
- The intention is that meetings will not be held in public. *Noted that this may require the Board's decisions as 'recommendations' and subject to public scrutiny at the Combined Authority.*
- More detailed terms of reference are needed for the TEB and The Transport Committee.
- The 'table of powers' needs to be expanded (possibly aligned to the revised / emerging terms of reference) and feature as an appendix to the next report.

Action: D Allatt to incorporate these requirements into the next draft paper / produce an action plan

The following 'unknowns' were noted:

- What are the rules around quoracy? Do all 6 Members have to be present for a decision to be made?
- Clarity is needed regarding whether the TEB or the CA will be the body charged with approving the SYPTE budget.
- Clarity is needed regarding the role of the Transport Committee as part of consultation on future years' budgets. Is this now the remit of the Transport Board?

Actions: C Tyler to seek information from Andrew Frosdick

The Board agreed that governance arrangements 'Option 1' was preferred option and would see the TC reporting to the TEB.

Regarding the Transport Committee's membership, it was suggested that should be changed to reflect its refined South Yorkshire specific geography. This should continue to include the 4 SY Transport Portfolio holders. The attendance of representatives from the non-SY districts may not be required.

It was agreed that a single Executive Officer Group (a modified version of current PTE Executive Board) should be created to have dual responsibility for the determination of both the TEB and TC agendas.

Future Meetings

It was noted that the CA's expectation is that all Boards will meet once during each 6 week reporting cycle.

It was suggested that Thursday afternoons, with meetings being held at Sheffield Town Hall, would be preferable.

TRANSPORT EXECUTIVE BOARD – 12 OCTOBER 2015
Governance
FROM: Director of Transport

Summary

- In June 2015, The Sheffield City Region (SCR) Combined Authority (CA) and the Local Enterprise Partnership (LEP) agreed to establish five new Executive Boards with delegated authority: Skills, employment and education; business growth; infrastructure; housing; and transport.
- This paper considers how the new CA TEB would sit within the wider transport governance model, reflecting statutory and funding assurance obligations. There are a number of issues to resolve for the Transport Executive Board (TEB):
 - Membership of the TEB
 - The delegations to the board in relation to the role of the Transport Committee
 - The transport budget setting process, including the setting of the South Yorkshire levy in terms of milestones and sign off points between the TEB, Transport Committee and South Yorkshire Passenger Transport Executive.
 - Interfaces with the Infrastructure Executive Board and CA / LEP
 - Monitoring and reporting frameworks recognising the TEB is unique in having South Yorkshire only budgets, managed by the Local Transport Plan partnership and not the current SCR performance framework.
- The paper recommends that:
 1. The TEB discusses and agrees the membership structure based on the two options presented.
 2. The TEB is asked to consider whether to stay in line with other SCR boards or adopt a two tier officer engagement approach.
 3. Membership and structure of the Transport Committee is revised to reflect its changing role.
 4. The Chair of the Transport Committee is asked to develop options for the structure of Transport Committee membership and present recommendations back to the TEB.
 5. Supporting officer groups are streamlined and revised to reflect the objectives of the TEB.
 6. Dependant on the decision at (1), the SCR Director of Transport is to lead engagement with officers to present recommendations back to the TEB.¹

1. Issue

- 1.1 This paper considers future governance models for the CA TEB and how it will sit within the wider existing transport governance model, reflecting statutory and funding assurance obligations.

2 Recommendations

2.1 The report recommends the following:

1. The TEB discusses and agrees the membership structure based on the two options presented.
2. TEB is asked to consider whether to stay in line with other SCR boards or adopt a two tier officer engagement approach.
3. Membership and structure of the Transport Committee is revised to reflect its changing role.
4. The Chair of the Transport Committee is asked to develop options for the structure of Transport Committee membership and present recommendations back to the TEB.
5. Supporting officer groups are streamlined and revised to reflect the objectives of the TEB.
6. Dependant on the decision at (1), the SCR Director of Transport is to lead engagement with officers to present sub-structure recommendations back to the TEB.

3 Background Information

Membership of the SCR Transport Executive Board

3.1 Two options are presented for TEB discussion and agreement:

- **Option 1**
 - The SCR TEB is made up of 2x SCR Leaders, 2x SCR private sector reps, 2x SCR Chief Executives. The TEB will invite other advisors as appropriate, mirroring the structural makeup of the other SCR CA Executive Boards. The TEB will be supported by a senior lead from the SCR Transport Executive Team.
 - There will be 2 SCR officer advisors; 1 from South Yorkshire (Local Authority representative or SYPTE) and 1 from a non-South Yorkshire SCR Local Authority or County Council.

- In addition, Department for Transport (DfT), Network Rail and Highways England may be invited onto the TEB on an ad hoc basis in an advisory capacity to be determined by the TEB, attendance will be by invitation only. Other SCR officers or SYPTE may also be invited for specific items.
- The meetings will not be held in public, but all decisions will be publically reported.

Table 1: Option 1 Membership Structure

Leaders (2)	Chief Execs (2)	Private Sector (2)
Cllr Julie Dore (Sheffield) Cllr Ann Syrett (Bolsover)	Neil Taylor (Bassetlaw) Stella Manzie (Rotherham)	Martin McKervey (LEP) TBC
SCR Support (2)		
<i>SCR Lead Officer, Director of Transport</i> <i>Minutes: SCR Secretariat</i>		
Officer Advisors (2)		
<i>1x South Yorkshire (Local Authority rep or SYPTE)</i> <i>1x Non-South Yorkshire (Local Authority or County Council rep)</i>		

- **Option 2**

- The SCR TEB is made up of 2x SCR Leaders, 2x SCR private sector reps, 2x SCR Chief Executives. The TEB will invite other advisors as appropriate, mirroring the structural makeup of the other SCR CA Executive Boards. The TEB will be supported by a senior lead from the SCR Transport Executive Team.
- There will be 4 SCR officer advisors; Local Authority representation from Barnsley Metropolitan Borough Council (BMBC) and Doncaster Metropolitan Borough Council (DMBC) and representatives from Derbyshire County Council (DCC) and Nottinghamshire County Council (NCC). This two-tier officer engagement is would be unique to the Transport Executive Board.
- In addition, DfT, Network Rail and Highways England may be invited onto the TEB on an ad hoc basis in an advisory capacity to be determined by the TEB, attendance will be by invitation only. Other SCR officers or SYPTE may also be invited for specific items.
- The meetings will not be held in public, but all decisions will be publically reported.

Table 2: Option 2 Membership Structure

Leaders (2)	Chief Execs (2)	Private Sector (2)
Cllr Julie Dore (Sheffield) Cllr Ann Syrett (Bolsover)	Neil Taylor (Bassetlaw) Stella Manzie (Rotherham)	Martin McKervey (LEP) TBC
SCR Support (2)		
<i>SCR Lead Officer, Director of Transport</i>		

<i>Minutes: SCR Secretariat:</i>
Officer Advisors (4)
<i>2x Local Authority reps from BMBC (1) and DMBC (1)</i>
<i>2x reps from NCC (1) DCC (1)</i>

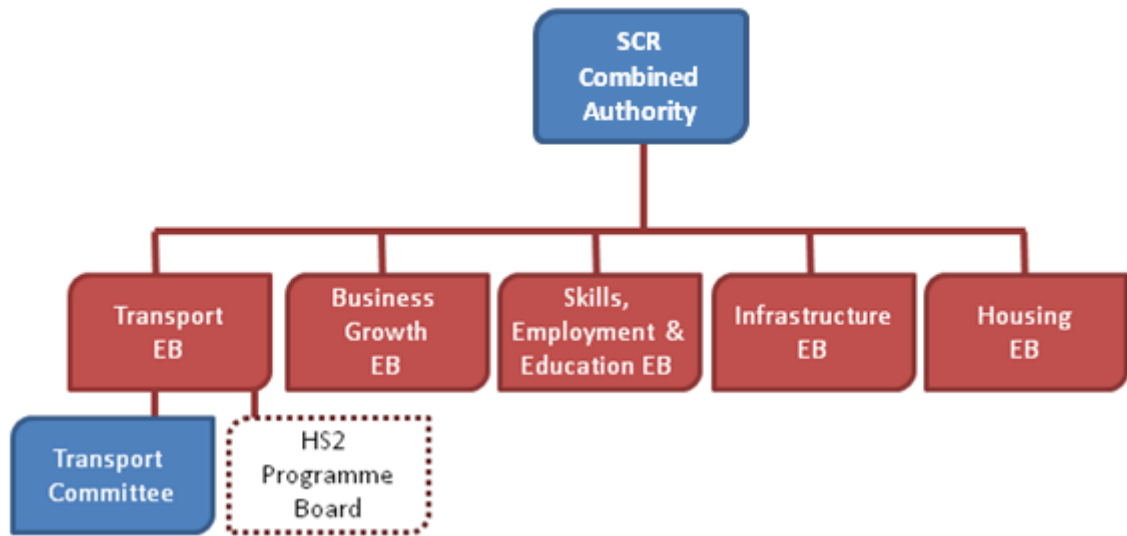
Role of the SCR Transport Executive Board

- 3.2 The SCR Combined Authority will devolve its transport powers and duties to the TEB. Funding is discussed in 3.8.
- 3.3 It is proposed that the SCR TEB will be responsible for the following strategic transport functions and the approval of funding associated with these activities. Detailed Terms of Reference (ToR) will be developed once the principles of scope and responsibility are agreed and established.
- Transport for the North
 - High Speed Rail
 - SCR Transport Strategy
 - SCR Transport Devolution Deal
 - Rail North
 - Network Rail / Highways England strategic programmes i.e. Midland Mainline Electrification:
 - Commissioning body for the SCR Transport Committee
 - Bidding for transport funding (or delegate as appropriate)
 - Management of transport funding programmes (to delegate as appropriate)
 - Recommendation to the CA regarding SYPTE's capital programme
 - Approval of SCR Transport Business Plan

The above list is not exhaustive and will change depending on current priorities and in response to new external initiatives.

'South Yorkshire' Transport Committee

- 3.4 The TEB will be the commissioning body for the SCR Transport Committee.
- 3.5 The TEB will assign **Operational** aspects of transport delivery to the Transport Committee - including public transport, for the area for which funding is made available [currently South Yorkshire].



- CA delegates transport powers to TEB
- TEB manages all transport functions of the CA
- SCR Transport Committee reports to TEB, which acts as commissioning body
- TEB delegates funding programme management as appropriate
- The HS2 Programme Board reports to the TEB.
- This governance solution is efficient and legally sound

3.6 It is **recommended** that the SCR Transport Committee membership and structure is reviewed to reflect its revised role as an operational committee for South Yorkshire. The Chair of the Transport Committee is asked to develop options for the structure of Transport Committee membership and present recommendations back to the TEB.

Duties and Powers

3.7 Whilst all transport powers will be delegated to the TEB¹ it is envisaged that the board will commission the Transport Committee to support fulfilment of operational objectives/obligations. A break-down of how statutory obligations could be shared is set out in **Appendix A**, which details how powers would be distributed and detailed in the CA Constitution. This will be subject to further discussions at the TEB.

Transport Budget Setting Process

3.8 In terms of the South Yorkshire transport budget: The Transport Committee will be consulted on the SYPTE budget (as Local Authority consultees), the TEB will recommend the budget to the CA and the CA will approve the budget as part of the Levy setting.

3.9 The TEB will be responsible for all SCR strategic transport budgets associated with its core responsibilities set out in 3.3.

¹ The TEB needs to request these powers from the CA.

Interfaces with the Infrastructure Board and CA/LEP

- 3.10 The SCR Transport Executive Board will work alongside the SCR Infrastructure Executive Board, with a clear definition drawn on a thematic basis in terms of which Board is *lead* and which is *advisor*.
- 3.11 The same private sector representation (through Martin McKervey) is proposed on both boards to reflect the cross cutting nature. As a minimum, a verbal update will be required at both boards on key issues.
- 3.12 **Appendix B** highlights the distinction between the two boards in terms of role and remit:

Sub-Structures: Approach

- 3.13 A key reason for the establishment of 5 new Executive Boards is to create a more streamlined governance system. The Boards reflect robust, responsive decision making, reflecting a more mature leadership structure, founded on strong evidence and the ongoing advisory function of sub boards.
- 3.14 The SCR Executive Boards will operate a transparent and inclusive decision making process. Where the need arises to deliver the SCR's objectives the Boards will have processes in place that allow them to approve items quickly where there is a need in the interests of the SCR. It is therefore envisaged that in some instances, papers will go to the relevant SCR Executive Board without the need to gain formal approval from any other chain of meetings.
- 3.15 The SCR Transport Director will be the senior officer supporting the TEB. It is recommended that supporting officer groups are revised to reflect the objectives of the TEB. It is recommended that the SCR Director of Transport is to lead engagement with officers to present recommendations back to the TEB.
- 3.16 Any such groups will require clear ToR and purpose and an annual review as to their role and remit to ensure that the groups are fit for purpose to deliver the SCR TEB objectives. All officer groups will be convened in the spirit of operating as a lean and streamlined sub structure to the TEB, in line with the CA's decision.
- 3.17 The Transport Committee currently requires Executive Director support at a South Yorkshire geography, mirroring operational transport funding arrangements and fulfilling the management of the South Yorkshire Passenger Transport Executive.
- 3.18 In the interim, the Transport Committee will be supported by the SYPTE Executive Board, with the TEB supported by the SCR Executive Team.

Implications

- i. Financial

None.

ii. Legal

The SCR constitution will be amended once new arrangements have been determined.

iii. Diversity

None

iv. Equality

None.

REPORT AUTHOR:

David Allatt

POST:

Planning and Sustainability Manager, SCR

Appendix A – Delivering Statutory Duties

Act	Duty	Committee	Executive Board
s.9A Transport Act 1968	Obligation to secure provision of public transport services and facilities etc.*	<ul style="list-style-type: none">Manage ongoing provision, operation and maintenance of public transport facilitiesSupport workstreams as commissioned by the Transport Executive Board	<ul style="list-style-type: none">Longterm planning, funding acquisition and multi modal strategy development.Influencing strategic planning and investment through Rail North, the DfT/Rail North Partnership and through the Northern and TPE Franchises.
S.20 Transport Act 1968	Duty to keep under review adequacy of railway services / secure further railway passenger services.		
s.13 Railways Act 2005	Statutory consultee on franchised rail services		
s.145/146 Transport Act 2000	Administer English National Concessions Travel Scheme (Mandatory Concessions)		
South Yorkshire Light Rail Transit Acts 1988-1993	The PTE own the system and have the powers to operate and maintain.		
Transport Act 1985	responsible for expenditure on public passenger transport services		
Transport Act 2000	Making SQP's/QC's/ticketing schemes etc.*		

* Note: Some duties will be commissioned by the Executive Board and passed to the Committee for delivery

Extract from CA Constitution (Currently being updated)

Transport functions of the Authority referred to the Transport Committee

- The following transport functions of the Authority (which were transferred from the former ITA to the Authority by way of the Order) are **not** delegated but are **referred** by the Transport Executive Board (acting on the delegation of the Authority) to the Transport Committee in order for the Transport Committee to **make recommendations** (where appropriate) to the Transport Executive Board / Authority in respect of:-
 - The Authority's revenue budget for transport, including approving the estimates of income and expenditure of SYPTE pursuant to sections 15(1)(b), Transport Act 1968, grants to be made to SYPTE pursuant to

section 13, Transport Act 1968, and the issue of a levy pursuant to the Transport Levying Bodies Regulations 1992;

- 1.2 Determining the borrowing limits of the Authority in relation to transport matters pursuant to section 3, Local Government Act 2003;
- 1.3 Approving borrowing by SYPTE pursuant to section 12(3), Transport Act 1968, and lending money to SYPTE pursuant to section 12(4), Transport Act 1968;
- 1.4 Approving the capital programme of the Authority and SYPTE;
- 1.5 Developing policies for the promotion and encouragement of safe, efficient and economic transport facilities and services and producing a Local Transport Plan pursuant to sections 108-112, Transport Act 2000;
- 1.6 Granting approval to SYPTE to promote or oppose any Bill in Parliament pursuant to section 10(1)(xxix), Transport Act 1968;
- 1.7 Making a written request to the Minister to authorise SYPTE to purchase compulsorily any land which SYPTE require for the purposes of their business pursuant to section 10(3), Transport Act 1968; and
- 1.8 Any exercise by the Authority of the power pursuant to section 15A(3), Transport Act 1968 to cause a review to be made of the organisation of SYPTE's undertaking, and to give to SYPTE such directions as appear from any such review to be requisite to secure that SYPTE's undertaking is organised in the most efficient manner.

**Transport functions of the Authority delegated to the Transport Committee
(Section current subject to review)**

2. The following transport functions of the Authority (which were transferred from the former ITA to the Authority by way of the Order) are **delegated** by the Authority to the Transport Committee, subject to the Transport Committee exercising these functions in accordance with any transport policies of the Authority, the Local Transport Plan and the Authority's agreed transport budget and borrowing limits (and without prejudice to the Authority's right to discharge such functions itself):-
 - 2.1 Formulating general policies with respect to the availability and convenience of public passenger services pursuant to sections 9A(5)-(7), Transport Act 1968;
 - 2.2 Developing policies for the promotion and encouragement of safe, efficient and economic transport facilities and services and producing a

Local Transport Plan pursuant to sections 108-112, Transport Act 2000 for the approval of the Authority;

- 2.3 Monitoring and overseeing the activities and performance of SYPTE;
- 2.4 Ensuring that SYPTE secures the provision of appropriate public passenger transport services pursuant to Section 9A(3), Transport Act 1968;
- 2.5 Considering and approving the creation and development of:-
 - (a) Quality Partnership Schemes pursuant to sections 114-123, Transport Act 2000;
 - (b) Quality Contracts Schemes pursuant to sections 124-134, Transport Act 2000;
 - (c) Ticketing Schemes pursuant to sections 135-138, Transport Act 2000; and
 - (d) Concessionary Travel Schemes pursuant to sections 93-104, Transport Act 1985;
- 2.7 Determining what local bus information should be made available, and the way in which it should be made available pursuant to sections 139-143, Transport Act 2000;
- 2.8 Ensuring that SYPTE implements those actions which may be delegated to it from time to time for promoting the economic, social and environmental well-being of the Combined Area and its residents pursuant to section 99, Local Transport Act 2008;
- 2.9 Monitoring the transport budget pursuant to section 15A(2), Transport Act 1968;
- 2.10 Approving releases for capital schemes within the agreed capital programme and the agreed budget for the scheme concerned (including approving capital payments for the purpose of the provision, improvement or development of facilities for public passenger transport, pursuant to section 56(2), Transport Act 1968);
- 2.11 Formulating, developing and monitoring procedures for public consultation on, and lobbying for, the Combined Area's transport policies including taking responsibility for the active promotion of the Combined Area's transport interests;
- 2.12 Determining variations in charges for transport services or facilities provided by SYPTE, pursuant to section 15(2), Transport Act 1968;
- 2.13 Determining issues arising from the rail franchising process;

- 2.14 Approving the level of support of local rail services over and above that in the baseline franchise specification;
- 2.15 Considering issues arising from the implementation of schemes for the introduction of Smartcards;
- 2.16 Authorising:-
- (a) the disposal of any land by SYPTE pursuant to section 10(1)(xxiii), Transport Act 1968;
 - (b) the acquisition of any land by SYPTE pursuant to section 10(1)(xx)(b), Transport Act 1968; and
 - (c) the development of any land of SYPTE pursuant to section 10(1)(xxii), Transport Act 1968;
- 2.17 Determining the operation, performance, contract management and development of tendered bus services, bus stations/stops, and passenger transport services pursuant to section 10(1)(via), Transport Act 1968;
- 2.18 Determining the operation, performance and development of accessible transport provision pursuant to sections 106(1) and 106(2), Transport Act 1985;
- 2.19 Monitoring the performance of tram services;
- 2.20 Monitoring the operation and performance of bus and local rail services and influencing accordingly;
- 2.21 Contributing, in a timely manner to transport related consultations made by the Transport Executive Board on behalf of the Authority;
- 2.22 All other relevant integrated transport related matters under the remit of the Authority and Transport Executive Board.

Appendix B: Respective Roles of Transport and Infrastructure Boards

SCR Transport Executive Board	SCR Infrastructure Executive Board
<ul style="list-style-type: none"> • Determining transport strategy • Influencing Highways England, Network Rail • Influence wider national 	<ul style="list-style-type: none"> • Develop and implement the SCR Integrated Infrastructure Plan • Manage SCR infrastructure delivery (SCRIF)

<p>programmes (Transport for the North, High Speed Rail, Rail North)</p> <ul style="list-style-type: none"> • Advise Infrastructure Executive Board on its lead functions • Approval of PTE budget 	<ul style="list-style-type: none"> • Develop programme of SCR pipeline schemes • Identify and attract funding for infrastructure programmes • Manage SCR Enterprise Zone Investment Fund • Advise Transport Executive Board on its lead functions
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TRANSPORT EXECUTIVE BOARD – 12 OCTOBER 2015

Sheffield City Region Deals with Government

FROM: Director of Transport

Summary

- This paper provides a summary of the transport 'Deals' made with Government since the 'Deal' process began in 2012 and associated delivery progress.
- In 2012, Government commenced the 'Deal' process, which allowed City Regions to negotiate bespoke freedoms, flexibilities, funding and powers to overcome local barriers to growth. Sheffield City Region (SCR) has utilised the process to advance the development of a sustainable, integrated transport network for the City Region that is fully aligned to the economic requirements of the area.
- Most recently, on 2 October 2015, principles were agreed for the SCR Devolution Deal, which is summarised in this report, as well as the next steps, summarised below:
 - SCR to agree clear governance and communication plan for the development and implementation of the deal components
 - A work programme is to be developed, identifying key workstreams and task owners.
 - The task owners are expected to include a mixture of SCR and Local Authority representatives.
 - Each workstream will set out the considerations for the scale of consultation, particularly for public consultation

1. **Issue**

- 1.1 To update the Transport Executive Board (TEB) of the transport 'Deals' made with Government since the 'Deal' process began in 2012 and associated delivery progress.

2. **Recommendations**

- 2.1 This paper is for information only

3. **Background Information**

- 3.1 In 2012, Government commenced the 'Deal' process, which allowed City Regions to negotiate bespoke freedoms, flexibilities and powers to overcome local barriers to growth. This bespoke approach to City Regions has continued, with SCR's strong relationship with Government resulting in a number of specific 'Deals'. These include:

- SCR City Deal (September 2012)
- SCR Growth Deal (July 2014)
- SCR Devolution Deal (December 2014)
- SCR Growth Deal 2 (January 2015)
- SCR Devolution Deal 2 (Emerging: 2015)

SCR City Deal: Transport

3.2 The SCR City Deal was signed in September 2012 and focused in particular on the devolution of skills and transport funding. The City Deal paved the way for the development of the SCR Investment Fund (SCRIF), and was a key catalyst for the SCR Governance Review that resulted in the formation of the SCR Combined Authority.

3.3 Key transport components of the 2012 City Deal were as follows:

- **Certainty in transport funding:** ten year devolved transport funding from 2015/16 to 2024/25 worth £113.6 million. *Progress: Major scheme transport funding has been devolved, with associated SCRIF assurance arrangements developed by SCR.*
- **Tram train:** Accelerated Government decision to progress the SCR tram-train trial between Sheffield and Rotherham, allowing the programme to be managed locally. *Progress: The tram train project is being delivered, set to open early 2017.*
- **Rail Devolution:** Government commitment to working with SCR to make the devolution of northern railways (Northern and TransPennine franchises) a reality. *Progress: Rail North subsequently established. In March 2015 Transport Secretary and Directors of Rail North signed the Partnership Agreement which will govern the new Northern and TransPennine Express franchises from April 2016.*
- **Sheffield Better Bus Area (BBA):** Sheffield became the first UK BBA including transitional funding from October 2012 to enable it to become the first area to receive **devolved Bus Service Operator Grant (BSOG)**. *Progress: Sheffield received £18.1 million for its BBA enhancements. The Sheffield Partnership has won three national awards and has seen improvements in both punctuality and reliability since its launch.*
- **Smart Ticketing:** Government agreed to provide legislative support to aid the introduction of smart ticketing. *Progress: South Yorkshire Passenger Transport Executive has commenced roll out of smart ticketing products and SCR is engaged with the Smart Workstream as part of Transport for the North.*
- **Traffic Management Act (TMA):** Government committed to investigating enactment of part 6 of the TMA, allowing Local Authorities to locally enforce moving traffic contraventions. *Progress: Powers not enacted. SCR needs to consider whether to reengage with Government on this issue as part of a future 'Deal' with Government.*

SCR Growth Deal: Transport

3.4 In July 2014 SCR secured a £320 million Growth Deal for SCR, to create over 28,000 jobs and training for 40,000 people. The Growth Deal was agreed based on the SCR Strategic Economic Plan (SEP) and was the fifth most substantial Growth Deal that any City Region had made with Government out of the 39 LEP areas across England.

- 3.5 A key component of the 2014 Growth Deal related to infrastructure capital for which £297 million was secured. Components relevant to transport included:
- accelerate and secure the **SCRIF priority schemes** (£214m)
 - support capital and revenue activity from the **Local Sustainable Transport Fund** (16.3m),
- 3.6 Critically, SCR secured local flexibility to determine how it spends its Growth Deal allocation. This enables local partners from the public and private sectors to effectively manage the programme for economic growth and transformation.
- 3.7 The Deal included £214 million to the SCRIF for its comprehensive multi-year infrastructure programme (which included the previously devolved Major Scheme Transport funding of £113 million). Government committed to jointly invest in the following strategic transport and infrastructure projects:
- M1 J36 to Dearne Valley – improved roads to the Dearne Valley Parkway to develop new employment and housing sites – *full approval secured to commence construction*
 - Gateway to the Sheffield City Region – completing the link road from the M18 motorway to Robin Hood Airport Doncaster Sheffield – *Stage 1B full business case agreed*
 - Seymour Link Markham Vale, Sheffield City Region Enterprise Zone – construction of the Seymour Link Road between junction 29A of the M1 and development plots at Markham Vale North - *full approval secured to commence construction*
 - Sheffield City Centre Key Sites - a series of road and public space schemes to stimulate regeneration in priority growth and employment areas in Sheffield city centre – *one component currently under construction, one with agreed full business case two further elements developing business cases*
 - Harworth Bircotes – highway improvements to support the development of a former colliery site – *Currently developing full business case*
 - Chesterfield Waterside – project to increase the supply of high quality office space in Chesterfield - *Stage 1B full business case agreed*
 - Upper Don Valley – delivering new roads and highway improvements to support the development of two major regeneration areas in the Upper Don Valley area of Sheffield - *Currently developing full business case*
 - Doncaster DN7 – new link road from M18 to improve access to Don Valley Power Park and development land *Stage 1B full business case agreed*
 - Worksop and Vesuvius Works – series of highway improvements to facilitate employment and housing site development - *Currently developing full business case*
 - Lower Don Valley - series of highway improvements to accelerate delivery of housing and employment land. - *Currently developing full business case*

SCR City Deal: Transport

- 3.8 In December 2014 the SCR achieved its first 'Devolution Deal' providing more influence over its funding from Government. Transport headlines were as follows:

Sheffield City Region will be supported in playing a key role in developing transport to meet the needs of a growing economy.

- Government will explore options to give Sheffield City Region more control over the delivery of local transport schemes, particularly in preparation for HS2
- Government will work with Network Rail to ensure that the appropriate infrastructure works are undertaken to support introduction of the Tram Train service utilising Sheffield's new vehicles on delivery
- Sheffield City Region will enjoy improved liaison with Highways Agency and Network Rail, ensuring that investment decisions are properly informed of local economic priorities.

- 3.9 It was recognised that subsequent deals would follow.

Growth Deal 2: Transport

- 3.10 In January 2015 the SCR agreed a second 'Growth Deal', securing an additional £30 million on top of the Growth Deal of 2014. Transport schemes that to benefit from this funding include:

- Support infrastructure work on the Midland Mainline at Market Harborough which will mean faster journey times from Sheffield and Chesterfield to London. *Reliant and awaiting confirmation on funding commitment from other LEP areas along the route*
- Support a programme of investment in sustainable transport projects which could include cycle lanes, bus lanes, tram rail line replacement and other measures to make it easier and cheaper for people to get to work
- Support construction of new training facilities, including plans for a Rail Engineering Campus in Doncaster. *Govt. is currently in the process of assessing the business case for the National Rail College, of which one of the two campuses will be in Doncaster. SCR commitment is to spend 6million from Local Growth Fund.*

SCR Devolution Deal: Transport

- 3.11 Principles for the SCR Devolution Deal were agreed on 2 October 2015. The full transport component of the deal is attached as Appendix A. The Deal will mark another step in the transfer of resources and powers from central Government to the Sheffield City Region.
- 3.12 The SCR Devolution Deal provides a £900 million additional funding boost to SCR over the next thirty years to deliver major regeneration, infrastructure and business growth schemes.
- 3.13 Although the principles are agreed, SCR does not become committed to enacting any of the elements of the deal without full consideration and potentially public consultation on

relevant issues. The TEB is responsible for shaping the development and potential future implementation of the deal which includes the following:

- Devolving the **Bus Service Operators Grant (BSOG)** to the Combined Authority for **at least 10 years** as part of the Single Pot, allowing the SCR to align this with other transport spending, including spending on the statutory concessionary travel scheme.
- Devolving the **funding and powers to control the bus network**, including the ability to reinvest profits back into the network and deploy the smart ticketing solution being developed as part of the Transport for the North proposal.
- Devolving to the Sheffield City Region the **planning powers to extend the existing Supertram network** or construct other mass transit systems in the City Region, potentially through changes to the Transport and Works Act Order process.
- Government to maintain and realise its commitment to the Northern Powerhouse by **fast-tracking the delivery of High Speed Rail**, improving east-west and north-south connectivity.
- A commitment to **improve SCR engagement** on strategic highways and rail to facilitate the delivery of national and local economic priorities. In particular SCR to work with Highways England to trial different approaches to the Route Strategies; and with Network Rail as part of the Long Term Planning Process.

3.14 As a result of the SCR Devolution Deal, SCR would commit to:

- Agreeing to the creation of a directly elected SCR Mayor (for appointment in March 2017)
- Update and develop its existing Assurance and Accountability Framework to ensure that it is fit for purpose
- Complete the development of the SCR Integrated Infrastructure Plan that will set out investment priorities that will be funded through future funding
- Maximise the potential of partnership agreements to work with operators to ensure that it maximises the full potential of the bus offer in the Sheffield City Region.

Next Steps

3.15 The SCR Deal will need to be formally approved by each of the local councils within the SCR and will be subject to a programme of consultation and engagement with residents and businesses over the coming months. A clear governance and communication plan is to be prepared for the development and implementation of the Deal components

3.16 A work programme is also to be developed, identifying key workstreams and task owners. The task owners are expected to include a mixture of SCR, Local Authority representatives and the private sector where appropriate. Each workstream will set out the considerations for the scale of consultation, particularly for public consultation

3.17 SCR is to undertake this work and present options to the next TEB. The table overleaf provides a high level indication of the work required.

Deal Component	Action Required	Timescales
Devolving the Bus Service Operators Grant (BSOG) to the Combined Authority for at least 10 years as part of the Single Pot	Part of the Spending Review announcement	November 2015
Devolving the funding and powers to control the bus network , including the ability to reinvest profits back into the network	Examination of the risks and opportunities of the risks associated with bus franchising to inform further debate, potentially leading to public consultation.	May 2016
Devolving to the Sheffield City Region the planning powers for mass transit, potentially through changes to the Transport and Works Act Order process.	SCR to set out existing planning barriers to delivery and elements of existing legislation where potential exists to streamline delivery.	June 2016
Government to fast-track the delivery of High Speed Rail .	HS2 Programme Board to develop a programme of work and update TEB following announcement on station location.	Spring 2016
Closer working with Network Rail and Highways England	Develop and implement a Memorandum of Understanding with Network Rail and with Highways England	To be agreed before appointment of Mayor in March 2017

Implications

- i. Financial
None
- ii. Legal
None
- iii. Diversity
None.
- iv. Equality
None.

REPORT AUTHOR:
POST:

David Allatt
Planning and Sustainability Manager, SCR

APPENDIX A

SCR Devolution Deal – Transport Component

Transport

24. The directly elected Mayor of the Sheffield City Region Combined Authority will be responsible for a devolved and consolidated local transport budget for the area of the Combined Authority (i.e. the areas of the constituent councils), including all relevant devolved highways funding, with a multi-year settlement to be agreed at the Spending Review. Functions will be devolved to the Sheffield City Region Combined Authority accordingly, to be exercised by the Mayor.

25. The directly elected Mayor of the Sheffield City Region Combined Authority will by 2017 exercise functions, devolved to the Combined Authority, for the franchising of bus services in the area of the Combined Authority, subject to local consultation. This will be enabled through a specific Buses Bill, to be introduced during the first Parliamentary session, which will provide for the necessary functions to be devolved.

26. This will help to facilitate the delivery of integrated smart ticketing across all local modes of transport in the city region, working as part of Transport for the North on their plans for smart ticketing across the North. This includes the production of a regional implementation plan for smart ticketing which Transport for the North will put forward to government by Budget 2016.

27. Government remains committed to the development of Phase Two of the HS2 network and will announce the way forward on Phase Two later this year.

28. Government is committed to building a Northern Powerhouse and remains strongly committed to the work by Transport for the North to identify and present to government a prioritised list of scheme options for the TransNorth rail enhancement programme and options for strategic road investment, including options for a new TransPennine Road Tunnel, by Budget 2016.

29. Government, in consultation with Sheffield City Region, will continue to explore options to give Sheffield City Region Combined Authority more control over the planning and delivery of local transport schemes, particularly in preparation for HS2. This could include changes to the way that Transport and Works Act Orders are granted, if practical proposals for improving and speeding up the process are identified.

30. The directly elected Mayor of the Sheffield City Region Combined Authority will take responsibility for an identified Key Route Network of local authority roads that will be collaboratively managed and maintained at a city region level by the Sheffield City Region Combined Authority across the areas of the constituent councils.

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TRANSPORT EXECUTIVE BOARD – 12th OCTOBER 2015
Office for Low Emission Vehicles – Low Emission Bus Bid
FROM: Director of Transport

Summary

- Office for Low Emission Vehicles (OLEV) announced a £30m Low Emission Bus (LEB) fund as part of the £500m Ultra Low Emission Vehicle package in March 2015
- The fund supports the introduction of new Ultra-Low Emission (ULE) buses by covering the uplift cost between a standard Euro VI and an ULE equivalent
- Bus operators First and Stagecoach expressed interest in an application
- The 1/1a and 120 bus routes in Sheffield will be the subject of the bid and an application for 80 Euro VI buses with flywheel technology is proposed
- If successful the 80 new buses will replace some of the oldest in the South Yorkshire fleet and reduce the NOx emissions from buses operating these routes by over 90%
- The bid will be in the region of £5m, subject to confirmation of costs from the operators

1. Issue

- 1.1 To inform the Board of the OLEV bid that is being prepared in conjunction with the Sheffield Bus Partnership and SYPTE. The bid is for a total of approximately £5m, which will see 80 Euro VI buses with flywheel technology deployed on the 120 and 1/1a bus routes in Sheffield.

2 Recommendations

- 2.1 That the Transport Executive Board approves the principle of submitting the bid to OLEV and that delegated sign off is granted by the Chair.

3 Background Information

- 3.1 In March 2015, OLEV announced the Low Emission Bus Fund, which aims to introduce Ultra Low Emission buses into the UK in areas of poor air quality. To qualify as ULE, the bus must emit 15% less greenhouse gas emissions than the average conventional Euro V.

- 3.2 The Sheffield urban area has the most extensive Air Quality Management Area (AQMA) in the SCR, declared for the pollutants NO₂ and PM₁₀. The bus operators were consulted via the Sheffield Bus Partnership, on whether they would be interested in bidding. It was determined by First and Stagecoach that they could make a business case for investing in new buses in Sheffield, which also meets the bid criteria of applications for areas of poor air quality. These pollutants will be improved by the introduction of newer ULE buses.
- 3.3 Since March, the Sheffield Bus Partnership has been working on developing ideas for a bid to OLEV. Alongside the discussions about what technology to bid for in Sheffield, the Sheffield Network Review has been taking place, which went through consultation on changes to rationalise the network and reduce over-bussing. Following this period of uncertainty, the new network was recently announced and which enabled the operators to confirm interest in making a bid.
- 3.4 The technology we are applying for is a flywheel Kinetic Energy Recovery System (KERS). The flywheel harvests the energy normally lost as heat through braking. The flywheel stores the energy and returns it to the wheels on demand, boosting power, saving fuel and reducing emissions by up to 25%.
- 3.5 Whilst there is no cap on the funding amount, the bid guidelines state that scalability must be shown in bids of £5m or more. Although our bid is for approximately £5m and is therefore on the threshold, we have shown scalability to increase our chances of success, submitting two scenarios. Our full bid is for both the 1/1a and the 120 bus routes totalling £5m. Option two is our scaled down application where we would seek to improve the offer on the 1/1a only, applying for approximately £2.5m.
- 3.6 If the SCR is successful, the winners will be announced in January 2016. As the operators have to make an internal business case to invest in new buses six months in advance of their order, the funding for the 1/1a would be drawn down in 2017/18 and for the 120 in 2018/19. This also links into existing investment plans the operators have for these routes.
- 3.7 The deadline for the bid is October 30 and as this is ahead of the next meeting, delegated sign off is requested from the Chair. As the delivery body, it is proposed that if the SCR is successful the funding is passed to the SYPTE to monitor and report back to the DfT and OLEV at regular intervals.

Implications

i. Financial

If successful the funding will be given to the SYPTE to monitor project delivery with the Sheffield Bus Partnership and the bus operators

ii. Legal

None

iii. Diversity

None.

iv. Equality

None.

REPORT AUTHOR:
POST:

Chloe Shepherd
Strategy & Policy Officer

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**TRANSPORT EXECUTIVE BOARD
12 OCTOBER 2015
TRANSPORT EXECUTIVE BOARD BUSINESS PLAN
FROM: DIRECTOR OF TRANSPORT**

Summary

- Each of the Sheffield City Region Executive Boards has been asked to prepare a Business Plan that sets out the objectives for the current financial year and looking forward to the next five years.
- As one of the new Executive Boards this provides an opportunity to shape the forward plan of the Board from the outset.
- The draft Business Plan is appended to this report for comment. The comments will be incorporated in the document and brought to the next meeting.
- There are important interactions between the Executive Boards that will develop over time. The key interactions for this Board are between the Infrastructure Board and the Housing Board.

1. Issue

- 1.1 To present the initial draft Transport Executive Board Business Plan for comment.

2 Recommendations

- 2.1 The report recommends the following:

- Note the draft Transport Executive Board Business Plan and agree next steps to develop the plan.

3 Background Information

- 3.1 The Sheffield City Region (SCR) Combined Authority (CA) agreed to establish five new Executive Boards with delegated authority on the 22nd June. These will comprise boards for skills, employment, and education; business growth; infrastructure; housing; and transport.
- 3.2 Each of the SCR Executive Boards has been preparing a draft business plan that set out the objectives for the current financial year and looking forward to the next five years. As one of the new Executive Boards this provides an opportunity to shape the forward plan of the Board from the outset.

- 3.3 The Business Plans are being developed to perform two main roles. Firstly, to define the work to be undertaken by the Board and support team in delivering outcomes within the theme area. Secondly to allow the work of all of the theme boards to be considered by the overarching Combined Authority and Local Enterprise Partnership, supported by SCR Chief Executives. This second role is also expected to help determine the level of funding from SCR budgets that each board is delegated.
- 3.4 The proposed key activities of the Board that are included in the Business Plan are set out below:

Work area	Current Activity
Transport for the North	A wide ranging, Pan-Northern, project that seeks to provide the Northern Powerhouse with transformation investment in City to City connectivity
High Speed Rail	Led by the HS2 Programme Board to develop the case for HS2 in SCR
Devolution Deal – transport	Review of the 'Heads of Terms' set out in the deal and development of the propositions. Review of previous deals and the progress that has been made
Strategic Rail	Develop an SCR Rail Plan from which the priorities for investment are identified. While there is some overlap with TfN, the focus of this area is on shorter-term investment and Rail North
Strategic Highways	To explore and agree whether SCR should take a leading role in the management and enhancement of a strategic highways network. This includes stronger engagement with Highways England
Sustainable and inclusive transport	Deliver the Sustainable Transport Programme aligning investment in capital and revenue activity. Building on this initial programme through devolution to deliver a targeted action plan for sustainable transport
Air Quality	Preparation of bids to the Office of Low Emission Vehicles and DfT to secure investment in the bus fleet to reduce emissions
SCR Transport Strategy and Vision	Progress a refreshed and agreed SCR Transport Strategy that reflects recent opportunities and joins together other transport workstreams with a common vision for improving connectivity

- 3.5 The role of the business plan will develop over time as each theme board and the Combined Authority considers topics such as devolution and delegations from the Combined Authority to the Executive Boards. The draft document provided with

this paper is provided as a starting point to this process and should not be considered as fixed.

- 3.6 There are some important interactions between the Executive Boards that are not yet well developed. The relationships between the Boards is highlighted at the end of the draft Business Plan and this will need to evolve to explore the specific workstreams where consultation or collaboration with one or more of the other Executive Boards will be needed.
- 3.7 A specific example of this is the SCR Integrated Infrastructure Plan. This plan is led by the Infrastructure Executive Board and will set a framework for future investment in infrastructure. Transport has a key role in the infrastructure investment plans of SCR, so the relationship between the Infrastructure Board and Transport Board will need to be developed to ensure a joined-up outcome. It is proposed that updates on projects from other boards will be provided as appropriate to support this joining up of activity.

Next Steps

- 3.8 The draft Business Plan provided in Appendix A will be revised based on comments received at the board meeting and it is proposed that a further round of comments can be provided by email by 23 October. From this the Business Plan will be updated and presented to the November Board for agreement.
- 3.9 The Business Plan will also be presented to the Combined Authority and LEP as part of the overall business plan for all Executive Boards.

4 Implications

i. Financial

None as a result of this report.

ii. Legal

None as a result of this report.

iii. Diversity

None as a result of this report.

iv. Equality

None as a result of this report.

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Other sources and references:

None

ANNEX / APPENDIX:

Draft Transport Executive Board Business Plan

DRAFT

1. Transport

1.1. Our Ambition: what are we trying to achieve?

SCR will have the transport network that supports sustainable and inclusive economic growth.

Our Investment will extract maximum value from the SCR's strategic location at the core of the Northern Powerhouse, from our targeted economic growth areas and from High Speed Rail – including a connected transport system fit for the 21st century, and economic masterplanning to exploit the game changing connectivity that high speed rail will bring to the Sheffield City Region.

We will focus our effort on securing investment in connectivity that links our key centres to other parts of the UK and to each other and maximise the benefits of this with complementary sustainable transport solutions that connect people to opportunities and promote a high quality of life. To help SCR achieve this ambition we will explore the options for devolving funding and flexibility through on-going devolution negotiations.

1.2. What are our key investments in 2015/16 financial year to help achieve this?

This is the first Transport Business Plan for the newly formed Transport Executive Board. The key policy outputs include:

Transport for the North: £12.5 million for the first wave to develop multi modal connectivity enhancements across the North. Interventions to be set out in Northern Transport Strategy (2016) and SCR has an integral role in the work of Transport for North.

High Speed Rail: Continue to development of a connectivity package connecting to the Central Business District and key locations throughout the Sheffield City Region. Discuss funding opportunities with HS2 Ltd and Department for Transport, start negotiation of requirements for Hybrid Bill preparation. SCR will also take a lead role in coordinating HS2 East to ensure the eastern leg of the HS2 route is strongly supported by partners along the route.

Devolution Deal: SCR to further develop the principles set out in the Devolution Deal to establish the opportunities, benefits and risks of implementing each of the deal components.

Strategic Rail: To develop a Rail Plan for SCR that sets out our ambitions for rail in SCR. This includes investment on the Midland Mainline, East Coast Mainline and Trans Pennine routes. This also includes engagement with Rail North Ltd to ensure priority outcomes for SCR.

Strategic Highways: To explore and agree whether SCR should take a leading role in the management and enhancement of a strategic highways network.

Sustainable and inclusive transport: Deliver the Sustainable Transport Programme aligning investment in capital and revenue activity. Building on this initial programme through devolution to deliver a targeted cycling action plan and public transport action plan.

Improving air quality: Securing funding and flexibility from Government to invest in low emission vehicles and infrastructure. Principally this will be delivered through an OLEV funding competition and further devolution negotiations.

SCR Transport Strategy development: Progress a refreshed and agreed SCR Transport Strategy that reflects recent opportunities and joins together other transport workstreams with a common vision for improving connectivity. This will be underpinned by specific delivery plans, for example cycling and young people.

Transport Modelling: An agreed modelling development and maintenance strategy that will ensure that the evidence that underpins transport interventions is fit for purpose and robust.

1.3. What are the key milestones?

Milestone	By Whom	By When
Transport for the North		
Draft plan developed	TfN	Dec-15
Publication of TfN plan	Government	Mar-16
HS2		
Government HS2 Phase 2 Announcement	Secretary of State	Spring 2016 (subject to Government decision)
Commence connectivity discussions with Department for Transport and HS2 Ltd	SCR	To follow decision by Secretary of State
Devolution Deal		
Agreement of deal 'Heads of Terms'	SCR	Oct-15
Development of the transport propositions and consultation	SCR	Mar-17
Strategic Rail		
Input to and shaping of Rail North	SCR	On-going
Develop an SCR Rail plan	SCR	Mar-16
Outcome of Northern and Trans Pennine Franchises	DfT	Apr-16
Strategic Highways		
Development of a Memorandum of Understanding	SCR/HE	Mar-17
Consultation on Route Investment Strategy 2	SCR/HE	April-16
Sustainable and inclusive transport		
Delivery of the Sustainable Transport Exemplary Programme	South Yorkshire	Mar-16
Supertram rail replacement LGF contribution	SYPTTE	Mar-16
Development of an implementation plan	SCR	Mar-16
Air Quality		
OLEV low emission bus fund submission	SCR	Oct-15
SCR Transport Strategy		
Deliver a Young People's action plan for public transport	SCR	Mar-16
Consultation on revised draft SCR Transport Strategy	SCR	Dec-15
Publication of agreed SCR Transport Strategy	SCR	Apr-16
SCR Modelling Strategy		
SCR Modelling Development and Maintenance Strategy	SCR	Oct-15

1.4. What benefits will this ultimately deliver?

Key benefits are presented by policy objective in Appendix 1

1.5. What outcomes and outputs will be generated through this business plan?

Key outcomes and outputs are presented in Appendix 1, these are directly linked to the existing SCR Transport Strategy 2011-2026 policies which are summarised below.

The SCR Transport Strategy was published in April 2011 and includes a set of 26 policies, A to Z, which summarise our highest priorities for transport improvements to 2026. The specification of these policies has been supported by detailed analysis and based on firm evidence. The full SCR Transport Strategy can be found here: <http://www.syltp.org.uk/strategy.aspx>

To support economic growth		
A	To improve surface access to international gateways	
B	To improve the reliability and resilience of the national road network using a range of management measures	
C	To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector	
D	To improve rail services and access to stations, focusing on interventions that can be delivered in the short term	
E	To ensure SCR is served by High Speed Rail	
F	To improve connectivity between major settlements	
G	To deliver interventions required for development and regeneration	
H	To develop high-quality public places	
I	To focus new development along key public transport corridors and in places adjacent to existing shops and services	
J	To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies	
K	To develop public transport that connects people to jobs and training in both urban and rural areas	
L	To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability	
M	To ensure our networks are well-maintained	
To enhance social inclusion and health		
N	To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes	
O	To ensure public transport is accessible to all	
P	To work with operators to keep fares affordable, especially for travellers in need	
Q	To provide efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism	
To reduce emissions		
R	To work to improve the efficiency of all vehicles and reduce their carbon emissions	
S	To encourage active travel and develop high-quality cycling and walking networks	
T	To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices	
U	To support the generation of energy from renewable sources, and use energy in a responsible way	
V	To improve air quality, especially in designated AQMA areas	
To maximise safety		
W	To encourage safer road use and reduce casualties on our roads	
X	To work with the Police to enforce traffic laws	
Y	To focus safety efforts on vulnerable groups	
Z	To improve safety and the perception of safety on public transport	

1.6. What are the risks and how will we mitigate them?

Risk	Mitigating Action	By When
Transport for the North		
TfN programme does not reflect SCR priorities	Engagement at all levels to ensure SCR is fully reflected	Mar-15
High Speed Rail		
Sheffield City Region does not come to a common view on Station Location, delaying the Secretary of State's ability to make a full announcement on phase 2 in 2015/16.	Facilitate a solution to agreeing a common view on station location.	Spring 2016
Devolution Deal		
The propositions set out in the deal do not sufficiently provide funding and flexibility to deliver an improved transport network	Further development of the proposition is needed and a review of additional asks to Government	Mar-16
Strategic Rail		
Transition of management of franchises from DfT to Rail North does not provide local control and input	On-going engagement through Rail North to ensure the transition is effective and supports SCR's objectives	On-going
The overlap between Rail North and TfN could result in conflicting priorities	Ensure SCR has a consistent message on our priorities.	On-going
Franchise outcomes do not deliver improvements for SCR	On-going engagement with DfT and franchise operators to influence their investment plans	Mar-16
Strategic Highways		
Highways England fail to engage with SCR on Memorandum of Understanding	On-going discussion with HE and Government departments to deliver on devolution commitment	Mar-17
Input on Route Investment Strategy not reflected in final document	Proactive engagement with HE to ensure they are fully aware of SCR's requirements	Mar-16
Sustainable and inclusive Transport and Air Quality		
Widening transport policy development across SCR not integrated with Local Transport Authorities in Derbyshire and Nottinghamshire	Engagement with all SCR transport authorities to ensure a common purpose	Mar-16
Competitive bidding to secure funds limits our ability to make a long-term financial commitment	Seeking longer-term funding through devolution and direct engagement with Government	Mar-16
Evidence that underpins investment relies on modelled information	Ensure that the information and assumptions that underpin the modelling are as robust as possible given available data.	On-going
SCR Transport Strategy		
A changing political landscape moving more quickly than strategy development	Complete Strategy work this year	Apr-16
Significant cost of model development and maintenance	Manage down the scope of model development to focus on the critical issues	Oct-15
Transport Modelling Strategy		
Lack of internal expertise to influence the strategy	Use of a critical friend to review the proposed strategy	Dec-15

Appendix 1: Outputs and Outcomes by Workstream

Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
POLICY AREAS					
Transport for the North: <i>SCR forms part of an interconnected Northern Powerhouse, with rapid multimodal connections to key Northern Cities.</i>	<p>Overall £15 billion Transport for the North funding package from Central Government</p> <p>£12.5 million settlement from Central Government to deliver the first wave of outputs for each respective Workstream</p>	<p>Strategy</p> <ul style="list-style-type: none"> Updated Northern Transport Strategy (to be published 2016) Appraisal, assurance and prioritisation arrangements developed to align with, and form key delivery mechanism for SCR ambitions. <p>Evidence</p> <ul style="list-style-type: none"> Support TfN workstreams in undertaking rail / highways / freight and logistics / SMART studies to understand options and requirements. 	<p>£44 billion additional GVA for the North (£1,600 per individual), building on a strong economy already worth £290 billion GVA.</p>	<p>SCR businesses better connected to business and skills markets in Leeds, Manchester and other key northern cities.</p> <p>National economy rebalanced, with greater productivity resulting from the north.</p> <p>Historical connectivity barriers (such as slow/unreliable SCR links to Manchester) removed to enable greater productivity / economic integration</p>	<p>F Improve connectivity between key locations</p> <p>C Promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector</p> <p>A Improve surface access to international gateways</p> <p>E Ensure High Speed Rail is part of a Trans-North network</p> <p>O Ensure SMART ticketing is developed and delivered in SCR</p> <p>B Input to and shape Highways England's Route Investment Strategy 2</p>
Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
High Speed Rail:	<ul style="list-style-type: none"> Central 	<ul style="list-style-type: none"> Secure local and 	Wider economic	SCR served by HS2 in	A Improve surface access to

<p><i>A locally and nationally agreed HS2 proposition, including comprehensive, funded, 21st Century, multi-modal connectivity programme, station requirements and Masterplan to deliver wider growth.</i></p>	<p>Government Connectivity funding is to be confirmed</p> <ul style="list-style-type: none"> Government decision on station location is also pending 	<p>national agreement on SCR station location</p> <ul style="list-style-type: none"> Develop compelling, deliverable connectivity package to maximise the benefits of HS2 and the surrounding growth area. Coordinate HS2 East 	<p>benefits of £400m direct to the SCR.</p> <p>HS2 will free up space on existing rail lines. These benefits are expected to total £800m as extra capacity enables workers to access more productive jobs</p> <p>Cuts journey times between SCR and London by 40+%</p>	<p>2033</p> <p>HS2 accessible from across the region.</p> <p>Connections act as growth enabler and accelerator in the HS2 zone.</p>	<p>international gateways</p> <p>F Improve connectivity between major settlements</p> <p>E Ensure SCR is served by High Speed Rail</p>
Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
<p>Devolution Deal:</p> <p><i>Powers providing greater control of</i></p>	<ul style="list-style-type: none"> Agree devolution deal with 	<ul style="list-style-type: none"> Responsible for a devolved and consolidated local 	<p><i>The outcome of each element of the deal will be explored and presented as the</i></p>	<p>A transport network that supports sustainable and inclusive economic</p>	<p>G Deliver interventions required for development and regeneration</p> <p>K Develop public transport</p>

<p><i>our bus network, allowing for integrated ticketing and providing a more coordinated offer, linked to our strategic objectives.</i></p> <p>Future Deal: <i>Additional powers, freedoms and funding to support delivery of connectivity and service ambition.</i></p>	<p>Government.</p> <ul style="list-style-type: none"> Develop and agree a future growth/devolution deal 	<p>transport budget for the area of the Combined Authority</p> <ul style="list-style-type: none"> The option for franchising of bus services in the area of the Combined Authority, subject to local consultation. A single smart ticketing system for the City Region's public transport network The ability to make decisions on major transport schemes in the SCR <p>Potential additional Local Growth Fund allocation</p>	<p><i>programme of activity is developed. This evidence will help to underpin any decision</i></p>	<p>growth</p>	<p>that connects people to jobs and training in both urban and rural areas</p> <p>M Ensure our networks are well-maintained</p> <p>N Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes</p>
Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
<p>Strategic Rail</p> <p><i>To work with Network Rail, The Office of Rail</i></p>	<ul style="list-style-type: none"> Network Rail Control Period 5 programme Periodic review Long-term 	<ul style="list-style-type: none"> Ensure timely delivery and full realisation of SCR benefits on NR projects including: 	<p>Better connectivity, a more coherent and user friendly network, increased capacity and cost effectiveness.</p>	<p>Both passenger and freight traffic expected to increase by 30% nationally, over the next 10 years. Delivering our</p>	<p>D Improve rail services and access to stations, focusing on interventions that can be delivered in the short term</p> <p>A Improve surface access to international gateways</p>

<i>Regulation and the Department for Transport to ensure that key schemes are delivered</i>	Planning Process <ul style="list-style-type: none"> • Passenger Rail Franchising • Local Initiatives 	<ul style="list-style-type: none"> - Northern Hub - East Coast Mainline - Midland Mainline Electrification • Ensure that Doncaster's role is enhanced through the Network Rail work and that of the East Coast Main Line Authorities (ECMA) Consortium. • Address capacity at Doncaster and Sheffield Stations • Ensure that the Electrification Task Force gives appropriate consideration to SCR aspirations" 		objectives will ensure SCR is an attractive and well connected place for business.	
Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
Strategic Highways <i>Greater influence and engagement</i>	<ul style="list-style-type: none"> • Devolution deal provides the basis for engaging with Highways 	<ul style="list-style-type: none"> • Formal agreement between SCR CA and Highways England to work cooperatively in developing 	Supports key future development sites such as Markham Vale (700 jobs), Waverley/AMP (3000	Long-term commitments to focusing investment from a national body on infrastructure that	B Improve the reliability and resilience of the national road network using a range of management measures F Improve connectivity

<i>with Highways England to better drive forward SCR priorities.</i>	England	investment priorities for the Strategic Road Network	jobs, 4000 homes) and Lower Don Valley (4000 jobs 1300 homes). The M18 provides access to key growth locations at Rossington Inland Port and associated housing development (8800 jobs by 2021 and 1,500 houses) and RHADS (10,200 jobs by 2021).	can support local economic growth	between major settlements
Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
Sustainable and Inclusive Transport <i>Delivery of the Sustainable Transport Exemplar Programme</i>	<ul style="list-style-type: none"> 16.3m Local Growth Funding Growth Deal round 2 funding to be confirmed 	<ul style="list-style-type: none"> For 2015/16 we have defined a programme of investment that will unblock our key local constraints and promote an attractive business environment. 	Once the STEP programme is agreed the outcomes of this programme can be confirmed.	Our forecast benefits for our first LSTF programme were significant, with the total benefits to business users and operators exceeding £98m over the 60-year appraisal	K Develop public transport that connects people to jobs and training H Develop high-quality public places N Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different

<i>(STEP) then building on this to support strategic investment in sustainable transport.</i>		<ul style="list-style-type: none"> The programme is being developed by the four South Yorkshire Transport Authorities and SYPT. This is coordinated by the LTP partnership. Further development of the sustainable transport offer is needed. This development has been set out in the Devolution Deal where SCR is seeking both capital and revenue funds to continue this activity. 		period. The shift towards walking and cycling leads to a considerable benefit of £77m due to improved physical fitness. In addition, there are also high benefits to commuters and other users.	<p>modes</p> <p>R Work to improve the efficiency of all vehicles and reduce their carbon emissions</p> <p>S Encourage active travel and develop high-quality cycling and walking networks</p> <p>T Provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices</p>
STRATEGY DEVELOPMENT (not directly linked to delivery of policy)					
Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
<p>SCR Transport Strategy Refresh:</p> <p><i>Clear strategic direction, affirming SCR Transport priorities.</i></p>	<ul style="list-style-type: none"> Finalise and publish the SCR Transport Strategy Refresh. Strategy to inform SCR 	Support the development of an implementation plan to invest £8.7m of Local Transport Plan funding	Shape future direction of transport and inform scheme promoters.	<i>To be determined through strategy development process</i>	A refreshed transport strategy will drive the delivery of transport interventions linked to SEP priorities.

promoter response to the challenges and opportunities set out in the Integrated Infrastructure Plan.

SCR Modelling Strategy:

A strategy capturing SCR's modelling requirements and tools for supporting future growth.

- Develop a comprehensive modelling strategy.
- Deliver modelling required to support strategy development.

Estimated £2m funding from a number of sources TBC, subject to board decision to progress the strategy

Modelling requirements to be identified through the strategy development process.

Strategic intelligence to support SCR scheme development and decision making.

A robust modelling framework will help ensure SCR interventions and investment based on strong evidence base, to best drive growth.

Strategy Stakeholder Matrix

This table summarises the links with other Executive Boards that need to be considered when delivering the business plan.

Output	Skills, Employment, Education	Business Growth	Infrastructure	Transport	Housing
Transport for the North			Advisor	Owner	
Devolution Deal - Transport			Advisor	Owner	
Strategic Rail			Advisor	Owner	

Strategic Highways			Advisor	Owner	
SCR Integrated Infrastructure Plan			Owner	Advisor	Advisor
HS2 Connectivity Package			Advisor	Owner	
SCR Transport Strategy Refresh			Advisor	Owner	
SCR Modelling Strategy	Advisor	Advisor	Advisor	Owner	Advisor