

**SHEFFIELD CITY REGION
TRANSPORT EXECUTIVE BOARD**

Date: Thursday 19 November 2015

Venue: Sheffield Town Hall

Time: 2.00 pm

AGENDA

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3	Declarations of Interest	Verbal Report
4	Urgent Items/Announcements	Verbal Report
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5	TEB Membership	Verbal Report
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9.3	Midland Mainline	Verbal Report
<u>SCR Transport, Infrastructure and Planning</u>		
10	Devolution Deal Update & Progress	Verbal Report

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Minutes

11.1	Minutes of the Infrastructure Executive Board held on 9 October 2015	81 - 86
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Actions & Forward Planning

12	Agree Actions	Verbal Report
13	Agree Items for Combined Authority Meeting	Verbal Report

SCRTRANSPORT EXECUTIVE BOARD

12 OCTOBER 2015

SHEFFIELD TOWN HALL

No.	Item	Action
1	<p><u>Welcome and Apologies</u></p> <p>Present:</p> <p><u>Board Members</u> Cllr Julie Dore - Sheffield CC, Chair Cmmr Stella Manzie - Rotherham MBC Martin McKervey, Nabarro (LEP)</p> <p><u>In Attendance</u> Julie Hurley, SCR Executive Team David Allatt - SCR Executive Team Craig Tyler - JAGU</p> <p>Apologies were received from Neil Taylor, BaDC.</p>	
2	<p><u>Urgent Items and Announcements</u></p> <p>It was noted that Devolution would be addressed under agenda item 6</p>	
3	<p><u>Declarations of Interest</u></p> <p>No declarations if interest were noted.</p>	
4	<p><u>Minutes of the Previous Meeting held on 28th July</u></p> <p>The minutes of the previous meeting were agreed to be an accurate record.</p>	
5	<p><u>Transport Executive Board Governance</u></p> <p>A paper was presented inviting consideration of 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.</p> <p>Regarding Board membership, the group considered what the appropriate number of officer advisors should be and whether 1 SY</p>	

	<p>rep or more would be most appropriate.</p> <p>Cllr Dore expressed a desire to 'keep membership tight' and avoid the scenario where every authority is represented, suggesting this would just replicate the CA and detract from the reasons the Boards were originally created.</p> <p>Cmmr Manzie noted that other Boards have, however, recognised the benefit of having additional officers (executive Director) in attendance in an advisory capacity and this appears to be working well to date.</p> <p>To progress matters in the interim it was agreed to work through the scenario presented in the report as 'option 1', subject to seeking further consideration of this matter as the Board develops.</p> <p>Regarding the Transport Committee and existing supporting officer groups, the Board recognised the opportunities for streamlining the roles, remits and requirements and noted Julie H would be presenting recommendations back to the TEB in due course.</p> <p>Decisions made:</p> <ul style="list-style-type: none"> • The TEB agrees the membership structure based on 'option 1' subject to further consideration. • That the membership and structure of the Transport Committee may be revised to reflect its changing role. • That the Chair of the Transport Committee will be asked to develop options for the structure of Transport Committee membership and present recommendations back to the TEB. • That 'supporting officer' groups will be streamlined and revised to reflect the objectives of the TEB and that the SCR Director of Transport will lead engagement with officers to present sub-structure recommendations back to the TEB. • That the SCR Director of Transport will engage James Newman (LEP Chair) to determine a nominee for the vacant LEP seat on the Board • That Cmmr Manzie to discuss Board membership at CEX meeting and feedback any comments on additional officer attendees. 	
6	<u>SCR Government Deals</u>	

	<p>A paper was presented to provide a summary of the transport 'Deals' made with Government since the 'Deal' process began in 2012 and associated delivery progress.</p> <p>Members were reminded that 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.</p> <p>Most recently, on 2 October 2015, principles were agreed for the SCR Devolution Deal</p> <p>The report summarised the key transport components of the various deals.</p> <p>It was noted that to progress the deals, the immediate actions are as follows:</p> <ul style="list-style-type: none"> • SCR to agree clear governance and communication plan for the development and implementation of the deal components • Work programmes are to be developed; identifying key workstreams and task owners, with task owners expected to include a mixture of SCR and Local Authority representatives. • Each workstream to set out the considerations for the scale of consultation, particularly for public consultation <p>Decisions made:</p> <ul style="list-style-type: none"> • That the contents of the report are noted • That the SCR Director of Transport will present 'holistic' programme monitoring reports to future TEB meetings to comment on the progress of all deals. 	
7	<p><u>Office for Low Emission Vehicles - Low Emission Bus Bid</u></p> <p>A paper was received to inform the Board of the OLEV bid that is being prepared in conjunction with the Sheffield Bus Partnership and SYPT. It was noted that 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.</p> <p>It was noted that the bidding process is made complex by commercial sensitivities on behalf of the bus operators and OLEV conditions of submission which state a variance of requirements e.g. for specific stakeholders to be included or for bids to cover specific geographies.</p>	

	<p>Regarding the request for approval to sign off the bid to be granted to the Chair; it was agreed that this will only be undertaken once all Board Members have approved the bid in principle.</p> <p>Decision made:</p> <ul style="list-style-type: none"> • That the Transport Executive Board approves the principle of submitting the bid to OLEV and that delegated sign off is granted to the Chair (noting the above comments). 	
8	<p><u>Transport Executive Board Draft Business Plan</u></p> <p>To present the initial draft Transport Executive Board Business Plan for comment.</p> <p>It was noted that each of the 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.</p> <p>The board was therefore presented with the draft Business Plan for comment. It was noted that comments will be incorporated into the document ahead of a revised version being brought before the next meeting.</p> <p>Members were asked to recognise the importance of interactions between the Executive Boards that will need to develop over time. For the TEB, this is of particular importance with the Infrastructure Board and the Housing Board.</p> <p>Cmmr Manzie requested that the Business Plan contain more clearly defined milestones to demonstrate what will be achieved by when.</p> <p>Martin suggested the Business Plan be used to bring topics, of most pertinence to the private sector, to the top of the agenda e.g. High Speed Rail, the transport elements of the SCRIP and locally making the most out of the opportunities afforded by the TfN initiative.</p> <p>The Board discussed and recapped past deliberations regarding potential HS2 station location and recognised the role that TEB would have in progressing this matter.</p> <p>Decision made:</p> <ul style="list-style-type: none"> • That the Board note the draft Transport Executive Board Business Plan and agree the next steps in place to further develop the plan. 	
9	<p><u>Dates of Next Meeting</u></p> <p>As part of the new meeting cycle, dates of future meetings are confirmed as:</p> <ul style="list-style-type: none"> • 19th November, 2015 • 14th January, 2016 	

- | | | |
|--|---|--|
| | <ul style="list-style-type: none">• 25th February, 2016• 21nd April, 2016• 2rd June, 2016• 14th July, 2016• 25th August, 2016 | |
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Future meetings to be held at Sheffield Town Hall and will start at 2pm.

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**TRANSPORT EXECUTIVE BOARD
19 NOVEMBER 2015
TRANSPORT EXECUTIVE BOARD DRAFT TERMS OF REFERENCE
FROM: DIRECTOR OF TRANSPORT**

Summary

- Draft Terms of Reference (ToR) have been prepared for the Transport Executive Board (TEB).
- The ToR are consistent with the other SCR Executive Boards, though it should be recognised that these are still being developed.
- The ToR will be reviewed by the TEB at least every financial year, or as the TEB deems appropriate.
- The ToR are currently in draft form and are presented for discussion.

1. Issue

- 1.1 To present the draft TEB ToR (Appendix A) for discussion

2 Recommendations

- 2.1 The report recommends the following:

- TEB is to discuss and comment on the draft ToR.

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 its own ToR, although principles will be consistent across the Boards. The Draft TEB ToR reflects standardised functions in terms of strategy and policy, programme delivery and performance / risk management.

Next Steps

3.3 The TEB is to discuss the Draft presented at Appendix A with particular regard to the following:

- Membership
- Interim voting quorum
- Process for late / urgent papers

3.4 TEB comments will be taken on board and reflected in a revised draft, which will be presented at the following TEB meeting (January 2016).

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.

REPORT AUTHOR: David Allatt

POST: SCR Planning and Sustainability Manager

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Other sources and references:

None

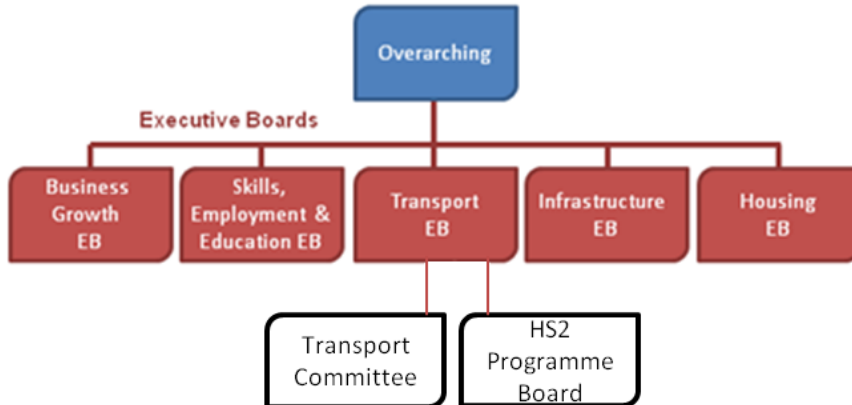
ANNEX / APPENDIX:

Draft Transport Executive Board Business Plan

SCR CA Transport Executive Board (TEB)

Terms of Reference – **DRAFT FOR DISCUSSION**

Scope of SCR Executive Boards



Strategy and Policy

1. Design and develop the SCR strategy and policy for all aspects of the programme, in line with the ambitions of the SEP, including existing and future Growth and Devolution Deals.
2. Review economic intelligence and evidence of SCR economic performance and identify propositions to accelerate growth.
3. Develop and lead stakeholder management and partnership arrangements.

Programme Delivery

1. Oversee and operationalise the delivery of programmes included in the SCR City Deal, Growth Deal settlement and devolution deals.
2. Sign off of budget for programmes, in line with the scheme of delegations approved by the SCR CA.
3. Commission activity to ensure programme delivery and implementation.

Performance and Risk Management

1. Review programme performance.
2. Identify and recommend mitigations for any programme risks or poor performance.
3. Escalate any strategic, policy or programme risks to the LEP Board and SCR CA.

Membership

Leaders (2)	Chief Execs (2)	Private Sector (2)
Cllr Julie Dore (Sheffield) Cllr Anne Syrett (Bolsover)	Diana Terris (Barnsley) Neil Taylor (Bassetlaw)	Martin McKervey (LEP) TBC
SCR Support		
<i>SCR Lead Officer, Director of Transport, Sheffield City Region Minutes: SCR Secretariat</i>		
Officer Advisors (2)		
<i>1x South Yorkshire 1x County Council</i>		

Board attendance will be by invitation only. Meetings will not be held in public, although decisions will be reported.

The DfT, Network Rail, HS2 Ltd. and Highways England may be invited in an advisory capacity as well as officer advisors to be determined by the Transport Executive Board. Board attendance will be by invitation only. Officers from the SCR Local Authorities or SYPTE may be required to present reports as required,

TEB Advisors will be responsible for ensuring that the views of SCR Local Authorities / SYPTE not in attendance are appropriately captured and reflected in board discussions.

[FOR DISCUSSION] Each of the 6 members will have 1 equal vote. The voting quorum is the 2 SCR Leaders, consistent with the other SCR Executive Boards. *Note that in the interim period before the appointment of 2 Leaders, the voting quorum will be [...] – This is for discussion by the TEB with a view to agreeing the interim quorum.*

[FOR DISCUSSION] One appointed, should the SCR Leaders not both be in attendance, no decisions can be made – a separate meeting would be required between the two leaders to ratify any recommendations.

Processes

Papers and Minutes

- Papers will be circulated 8 days before the TEB meeting
- Minutes will be circulated within 3 days of the TEB meeting
- Minutes will be sent for information to the SYPTTE Executive Board, Strategic Leadership Group and the SCR Infrastructure Executive Board

Late Papers [FOR DISCUSSION]

- Given the nature of the transport sector, items requiring an urgent decision are likely to arise outside of the 6 weekly meeting cycle. In this case, and only by agreement of the Chair, papers will be circulated to Board Members by email, outside of the meeting.
- In this event, email response within the specified timescales will be mandatory. *[TEB is asked to discuss whether, if no response is received, silence is assumed to be in support of the paper]*
- Decisions made outside of the meeting cycle will be ratified at the next TEB meeting.

Portfolio

- **External Projects**
 - Transport for the North
 - High Speed Rail
 - Rail North
 - Network Rail / Highways England strategic programmes
- **SCR Transport, Infrastructure and Planning**
 - SCR Transport Strategy
 - Transport Devolution Deal
 - Input to other SCR Executive Boards
- **Programmes and Funding**
 - Commissioning body for the SCR Transport Committee
 - Bidding for transport funding (to delegate as appropriate)
 - Management of transport funding programmes (to delegate as appropriate)
 - Recommendation regarding SYPTTE capital programme
 - Recommendation regarding SYPTTE budget

Review

The TEB ToR will be reviewed at the TEB meeting preceding the start of each financial year or when the TEB deems appropriate. SCR governance is evolving and as such the ToR may need to change over time.

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**TRANSPORT EXECUTIVE BOARD
19 NOVEMBER 2015
TRANSPORT EXECUTIVE BOARD FORWARD PLAN
FROM: DIRECTOR OF TRANSPORT**

Summary

- A Draft Forward Plan of Transport Executive Board (TEB) agenda items has been developed based on the known milestones associated with the TEB Business Plan workstreams.
- The Draft Forward Plan is attached for discussion by the TEB.
- Some workstreams, such as Transport for the North have key dependencies on external stakeholders. Others, such as the devolution deal, are relatively new. It is therefore expected that the workstreams will evolve over time, as such the Forward Plan should be considered a 'live document'.
- The Draft Forward Plan will be used on an ongoing basis to help shape the TEB agenda and to facilitate effective horizon planning.

1. Issue

- 1.1 To present the Draft TEB Forward Plan (Appendix A) for discussion.

2 Recommendations

- 2.1 The report recommends the following:

- To discuss and comment on the Draft TEB Forward Plan.

3 Background Information

- 3.1 A Draft TEB Forward Plan has been developed to facilitate horizon planning and to determine future agenda items for the TEB.
- 3.2 The Draft TEB Forward Plan is predominantly based on the key milestones set out in the TEB Draft Business Plan.

- 3.3 It is recognised that workstreams are still evolving, with a number of unknowns. As such, the TEB Forward Plan should be considered a 'live' document. The Draft represents the milestones that are currently known.

Standing Agenda Items

- 3.4 Each TEB agenda will include a number of standing items. These are as follows:

- Welcome and Introductions
- Announcements
- Declarations of Interest
- Minutes of previous meeting
- Actions from Last Meeting
- Workstream Updates
 - HS2 Update
 - Rail North Update
 - Transport for the North
 - Devolution Deal Update and Progress
- Transport Committee Minutes
- HS2 Programme Board Minutes
- Infrastructure Executive Board Update
- Recap of Actions
- Urgent Items
- Agree Items for Combined Authority

It is expected that the standing items will not be the subject of specific reports each month. The purpose is to provide updates on key areas of work as identified by the TEB and these could be through verbal updates as appropriate.

The standing items should also be considered to be 'live' items that are subject to change by the TEB.

Key Standalone Agenda Items

- 3.5 The Draft TEB Forward Plan highlights the key standalone TEB agenda items for the next year, as well as details of key project milestones that will be reported.

3.6 Next Steps

- 3.7 The TEB is asked to discuss the Draft Forward Plan at Appendix A. This document will be a 'live document' and we will seek to capture the requirements of the TEB within.

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 Forward Plan

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Transport Executive Board (TEB) Forward Agenda Plan

Standing Items

- Welcome and Introductions
- Announcements
- Declarations of Interest
- Minutes of previous meeting
- Actions from Last Meeting
- Workstream Updates
 - HS2 Update
 - Rail North Update
 - Transport for the North
 - Devolution Deal Update and Progress
- Transport Committee Minutes
- HS2 Programme Board Minutes
- Infrastructure Executive Board Update
- Recap of Actions
- Urgent Items
- Agree Items for Combined Authority

Future TEB Agenda Items

The following table identifies a future programme of TEB items based on immediate priorities and 'knowns'. Additional items will emerge:

- As workstreams progress (e.g. devolution)
- As the SCR Business Plan is finalised and approved
- As the TEB becomes established it will shape the transport agenda directly

	Month	Date	Agenda (in addition to standing items)
2015	October	12	<ul style="list-style-type: none"> ▪ TEB Governance ▪ Government Deals ▪ SCR Business Plan ▪ Low Emissions Vehicles bid
	November	19	<ul style="list-style-type: none"> ▪ TEB Membership (verbal) ▪ TEB Terms of Reference ▪ TEB Forward Plan ▪ SCR Business Plan for sign-off ▪ Midland Mainline (verbal) ▪ Rail North Update <ul style="list-style-type: none"> ○ Establishment of Rail North Ltd with officer team (Nov 2015) ▪ Transport for the North <ul style="list-style-type: none"> ○ Endorsement: Autumn TfN Update Report ○ Lord Adonis Visit on Infrastructure Commission: 12 Nov (verbal) ▪ Devolution Deal Update and Progress (verbal)

	December		
2016	January	14	<ul style="list-style-type: none"> ▪ SCR Infrastructure Plan Update ▪ SCR TEB Risk Register ▪ SCR Transport Team Resourcing ▪ SYPTE Budget recommendation to the Combined Authority. ▪ Rail North Update <ul style="list-style-type: none"> ○ Northern / TransPennine Rail Franchise Update ▪ Transport for the North <ul style="list-style-type: none"> ○ Northern Freight and Logistics Strategy ○ Draft Northern Transport Strategy March Report ▪ Devolution Deal Update and Progress <ul style="list-style-type: none"> ○ Update on Single Pot funding provided following Government Spending Review – What does Spending Review mean for SCR?
	February	25	<ul style="list-style-type: none"> ▪ Draft SCR Business Plan 2016-17 ▪ Financial Governance ▪ Rail North Update ▪ Transport for the North <ul style="list-style-type: none"> ○ Trans-Pennine Tunnel Stage 1 Report ○ Draft Northern Transport Strategy March Report ▪ Devolution Deal Update and Progress <ul style="list-style-type: none"> ○ Consideration of the scope of the Single Pot work ○ Discuss the opportunities where local planning (TWAO) powers would benefit SCR
	March		
	April	21	<ul style="list-style-type: none"> ▪ Agree final SCR Business Plan 2016-17 ▪ Rail North Update <ul style="list-style-type: none"> ○ Update SCR Rail Plan (March 2016) ○ Start of new Northern and Transpennine Franchise (April 2016) ▪ Highways <ul style="list-style-type: none"> ○ Consultation Response on Route Investment Strategy 2 for approval ▪ Transport for the North <ul style="list-style-type: none"> ○ TfN Northern Transport Strategy Update

		<ul style="list-style-type: none"> ▪ Devolution Deal Update and Progress
May		<ul style="list-style-type: none"> ▪ SCR TEB Risk Register ▪ Rail North Update ▪ Highways <ul style="list-style-type: none"> ○ A57/A628 Trans-Pennine Route Study outcomes ▪ HS2 <ul style="list-style-type: none"> ○ Govt. HS2 announcement (Spring 2016) ▪ Transport for the North ▪ Devolution Deal Update and Progress
June		<ul style="list-style-type: none"> ▪ Rail North Update ▪ HS2 <ul style="list-style-type: none"> ○ Input to HS1\HS2 study undertaken by Pteg/TfL ○ Input to connectivity discussions with Department for Transport/HS2 Ltd. ▪ Transport for the North ▪ Devolution Deal Update and Progress <ul style="list-style-type: none"> ○ Proposed potential Key Route highway map
July		<ul style="list-style-type: none"> ▪ Rail North Update ▪ HS2 <ul style="list-style-type: none"> ○ Communicate SCR connectivity requirements ▪ Transport for the North ▪ Devolution Deal Update and Progress
August		<ul style="list-style-type: none"> ▪ SCR TEB Risk Register ▪ Rail North Update ▪ Transport for the North ▪ Devolution Deal Update and Progress
September		<ul style="list-style-type: none"> ▪ Rail North Update ▪ Transport for the North

			<ul style="list-style-type: none"> ▪ Devolution Deal Update and Progress <ul style="list-style-type: none"> ○ Review of potential local planning powers and associated benefits (TWAO) ○ Consultation with LAs on local highways powers
	October		<ul style="list-style-type: none"> ▪ SCR Transport Risk Register ▪ Rail North Update ▪ Transport for the North ▪ Devolution Deal Update and Progress
	November		<ul style="list-style-type: none"> ▪ SCR Transport Risk Register ▪ Rail North Update ▪ Transport for the North ▪ Devolution Deal Update and Progress
	December		<ul style="list-style-type: none"> ▪ Rail North Update ▪ Transport for the North ▪ Devolution Deal Update and Progress <ul style="list-style-type: none"> ○ Recommendation on the proposed Key Route Network and associated collaboration agreement

Key workstreams to be programmed: There are a number of key areas of work which may result in new programmes of work for the TEB, such as:

- Transport devolution and associated delivery
- HS2 Connectivity
- Emerging funding competitions
- Additional work identified by the TEB

Other milestones

Modelling

- Indicative budget approval to deliver modelling strategy
- Authority to spend on new base model

Network Rail Initial Industry Plan

- SCR engagement on Initial Industry Plan

**TRANSPORT EXECUTIVE BOARD
19 NOVEMBER 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 for the Transport Executive Board (TEB) to shape the forward plan of the TEB from the outset.
- There are important interactions between the Executive Boards that will develop over time. The key interactions for TEB are between the Infrastructure Board and the Housing Board.
- The draft Business Plan was presented at the October TEB. Comments were incorporated in revised, appended document, including the addition of clear milestones by Business Plan theme.
- The TEB is asked to acknowledge the completed commissions that were transferred to the SCR Transport Team from SYPTE set out in 3.6, with further detail in Appendix B.
- The paper outlines a number of future commissions that will help deliver the SCR Business Plan. The TEB is asked to consider and agree these in principle, prior to any formal tendering process taking place.
- This paper seeks approval of the Draft TEB Business Plan for submission to the SCR Combined Authority.

1. Issue

- 1.1 To present the draft TEB Business Plan for approval to submit to the Combined Authority.

2 Recommendations

- 2.1 The report recommends the following:

- Approve the draft TEB Business Plan for submission to the SCR Combined Authority on 7 December 2015.

- Endorse the anticipated future commissions to assist with the delivery of the SCR Business Plan as set out in 3.9.

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 22 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 for the TEB 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 develop transformational investment in the North of England to rebalance the UK economy.
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 monitor progress.
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	Deliver the Sustainable Transport Programme

transport	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 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

SCR Commissions

- 3.5 In July 2015, a total of 9 members of staff from the SYPTTE Strategy Directorate were transferred to the SCR Executive Team under the Transfer of Undertakings (Protection of Employment) Regulations (TUPE). This included 3 areas of expertise, covering strategy and policy, transport modelling and integrated transport. Included within the transfer were a number of committed work packages which were dependant on consultancy support.
- 3.6 Given the nature of strategic investment projects and the need for evidence, a number of the work packages that have been transferred to the SCR Transport Team have relied on consultancy support and specialist knowledge. The following list details the commissions (title, contract value and contractor) that were transferred to the SCR Transport Team.
- Critical Friend for Improved Trans-Pennine Links - £9,000, Mott MacDonald
 - Dore and Trolley Mainline Platform - £21,000, JMP
 - Electric Bus Routes - £24,000, Arup
- 3.7 It must be noted that all of the above commissions are now complete with no outstanding contractual obligations. All of the above commissions were procured whilst members of staff were employed by SYPTTE. Therefore the procurement and standing orders procedures as well as the approval processes required by SYPTTE as the employment body have been adhered to. Further details regarding procurement of these commissions is included in Appendix B.
- 3.8 Transport Executive Board is asked to acknowledge the process of procurement for these commissions and note that all have now concluded.

Future Commissions

- 3.9 The table below outlines a number of future commissions that will be required to assist with the delivery of the SCR Business Plan. The TEB is asked to consider and agree in principle the following commissions, prior to any formal tendering process taking place. Note that all the below will be initiated and completed this financial year with budget from the Director of Transport's existing consultancy budget, transferred from SYPTTE.

Work area	Current Activity	Anticipated Budget
Midland Mainline Electrification	To develop a strong evidence base to support the provision of electrification, upgrades and new rolling stock on the Midland Mainline to Sheffield.	£15,000
SCR Rail Advice	Outline economic impacts of the Transport for the North Rail options. The work will be essential in providing evidence for the TfN prioritisation process and ensuring that the SCR rail enhancements which are being sought through TfN can be delivered.	£13,500
Rail Station Devolution	Outline the feasibility of devolving the management of South Yorkshire Stations from rail franchisees to SYPTTE.	£10,000
Express Tram from Meadowhall to Sheffield City Centre To note as this commission is being done through the HS2 Programme Board	Analysis of the connectivity options for an express tram between Meadowhall and Sheffield city centre utilising previous work carried out by Pell Frischmann and Arups. The outputs of this study will provide SCR partners and national stakeholders with information on the benefits of a fast and seamless connection from Sheffield Meadowhall to Sheffield city centre whilst providing the evidence to make any future business case for investment in the preferred option.	£TBC (under £25,000)
HS1 to HS2 To note – no procurement by the SCR.	Update and enhance the demand forecasts and economic benefits of a link between HS1 and HS2. The forecasts will provide input into a strategic case and will be used to outline the economic benefits of the HS1/HS2 link to support a possible formal petition related to the HS2 Parliamentary Bill. A link between HS2 and HS1 will	£8,000 – Procurement led by West Yorkshire Combine Authority. SCR contribution to the work.

	<p>expand the reach of HS2 so that interchange between HS2 and HS1 to the continent is made easier thereby offering greater connection to Europe for business and leisure and vice versa.</p>	
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- 3.10 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.
- 3.11 The TEB Business Plan includes indicative key milestones by theme based on known activities, though it is recognised that these will evolve over time.
- 3.12 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.
- 3.13 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

- 3.14 The draft Business Plan is provided in Appendix A
- 3.15 If approved, the TEB Business Plan will be presented to the Combined Authority and LEP as part of the overall business plan for all Executive Boards.

4 Implications

i. Financial

Not applicable at this stage as a direct response to this report. However, TEB is asked to consider the implications of circa £75,000 for the completion of the anticipated future commissions as set out in 3.9. Please note that each commission will seek independent approval and sign off under the appropriate permissions as defined by the SCRCA Standing Orders procedures.

SCR finance is developing the detail associated with transfer of the necessary PTE budget to SCR.

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

1. Transport

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

SCR will have a 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. This will include a connected transport system fit for the 21st century, and economic master-planning 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 each other and to other parts of the UK, maximising the benefits of this with complementary sustainable transport solutions that connect people to opportunities and promote a high quality of life. To 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:

- TfN will be investing £12.5M in the development of multi-model connectivity enhancements across the North
- SCR will contribute to the development of the Northern Transport Strategy (2016), ensuring appropriate interventions are identified

High Speed Rail:

- Development of a connectivity package connecting key locations throughout the Sheffield City Region including to the Central Business District
- Discuss funding opportunities with HS2 Ltd and Department for Transport
- Negotiating the requirements for the Hybrid Bill preparation
- Co-ordination of HS2 East, ensuring the eastern leg of the HS2 route is strongly supported by partners along the route

Devolution Deal:

- Developing the principles agreed in the Devolution Deal
- Establishing the opportunities, benefits and risks of implementing each of the Deal components

DRAFT

Strategic Rail:

- Through engagement with Rail North Ltd, development of a Rail Plan that sets out our ambitions for rail in the SCR. This includes investment on the Midland Mainline, East Coast Mainline and Trans Pennine routes

Strategic Highways:

- Exploring the benefits of SCR taking a leading role in the management and enhancement of a strategic highways network

Sustainable and inclusive transport:

- Delivering the Sustainable Transport Programme to enhance sustainable travel options in SCR and meet wider Government objectives, aligning investment in capital and revenue activity
- Investigating opportunities 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 Office of Low Emission Vehicles funding competition and further devolution negotiations

SCR Transport Strategy and Vision development:

- Refreshing the SCR Transport Strategy to reflect recent opportunities, joining together other transport workstreams with a common vision for improving connectivity

Transport Modelling:

- Establishing a modelling development and maintenance strategy that will ensure that the evidence underpinning transport interventions is fit for purpose and robust

1.3. What are the key milestones?

Transport Executive Board - Project Milestones	By When
Transport for the North	
Autumn TfN update report	Nov/Dec-15
Northern Freight and Logistics Strategy	Jan-16
Trans-Pennine Tunnel Stage 1 Report	Feb-16
Northern Transport Strategy Update	Apr-16
HS2	
Government HS2 Phase 2 Announcement	Spring 2016
Commence connectivity discussions with Department for Transport and HS2 Ltd	To follow decision by Secretary of State
Assist HS2 Ltd and DfT in understanding the SCR requirements.	In preparation for Government announcement 2016
Continue the ontrack4hs2 campaign through SCR comms team.	Up until November 2016
Feedback into HS1\HS2 study undertaken by Pteg/TfL.	Spring 2016
Strategic Roads	
West Yorkshire, South Yorkshire and Greater Manchester Local Strategic Road Hierarchy	Feb-16
Consultation on Road Investment Strategy 2	Apr-16
A57/A628 Trans-Pennine Route Study outcomes	May-16
Development of MOU with Highways England	Mar-17
Strategic Rail	
Establishment of Rail North Ltd with officer team	Nov -15
Update SCR Rail Plan	Mar-16
Start of new Northern and Transpennine Franchise	Apr-16
Various Rail Network Study completion dates	TBC
Completion of ECML works at Doncaster	2016
HLOS for Control Period 6	TBC
Completion of Northern Hub	Dec-18
MML Electrification	2023
Sustainable and inclusive transport	
Delivery of the Sustainable Transport Exemplary Programme	Mar-16
Supertram rail replacement LGF contribution	Mar-16
Development of an implementation plan	Mar-16
Air Quality	
OLEV low emission bus fund submission	Oct-15
SCR Transport Strategy	
Deliver a Young People's action plan for public transport	Mar-16
Consultation on revised draft SCR Transport Strategy	Dec-15
Publication of agreed SCR Transport Strategy	Apr-16
SCR Modelling Strategy	
SCR Modelling Development and Maintenance Strategy	Oct-15
Devolution Deal – Franchising	
Scoping note setting out the principles and options to deliver an improved public transport offer	Feb-16
Mandate to explore options	Mar-16
Detailed study to set out the business case for implementing an enhanced partnership or bus franchise	Oct-16
Recommendation to TEB to seek approval from CA to begin the implementation of the preferred delivery model	Apr-17
Scoping of implementation phase including public consultation	Sep-17
Implementation and review	Subject to delivery approach decided

Transport Executive Board - Project Milestones	By When
Devolution Deal – Highways ‘Key Route’ Powers	
Initial consultation with Local Highway Authorities and Highways England on the scope of a potential key route network.	Jan -16
TEB consideration of the Local Highway Authorities and Highways England views alongside the priorities for the Combined Authority	Mar-16
Preparation of a Key Route network map	Jun-16
Further consultation with partners on the scope and implications of a collaborative approach.	Sep-16
Recommendation to CA on the proposed Key Route Network and associated collaboration agreement	Dec-16
Devolution Deal – Infrastructure Planning Powers	
Consultation with partners, national agencies and government to examine the opportunities where local powers could provide an opportunity to the SCR to accelerate the delivery of transport infrastructure projects	Feb-16
Review of powers with legal advice to confirm the extent of the opportunity	Jun-16
Presentation of the options for further consideration	Sep-16
Devolution Deal – Infrastructure Planning Powers	
Consideration as to the scope of the work due to its cross-cutting nature.	Feb-16
It is anticipated that an update on the funding included into a single pot will be provided following the Spending Review and subsequent announcement on Government Contribution to the Single Pot.	Feb-16

1.4. What benefits will this ultimately deliver?

Key benefits are presented by policy objective in Annex A.

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

Key outcomes and outputs are presented in Annex A. These are directly linked to the existing SCR Transport Strategy 2011-2026 policies which are summarised in Figure 1.

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>

This strategy is currently under review.

Figure 1: SCR Transport Strategy Policies

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	Formal establishment of the DfT Participation in Rail North processes through the SCR's role as a Director and through officer groups.	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
Inability of the rail industry to deliver infrastructure to the SCR rail network, both committed schemes and new proposals	SCR Rail plan setting out necessary interventions to support economic growth, backed by evidence. Close monitoring of scheme delivery through participation in rail industry processes.	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

Annex A - Workstream Outputs, Outcomes and Benefits

Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
<p>Transport for the North:</p> <p><i>SCR forms part of an interconnected Northern Powerhouse, with rapid multimodal connections to key Northern Cities.</i></p>	<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>Workstreams</p> <ul style="list-style-type: none"> • Rail • Highways • Freight (support Northern Freight and Logistics Strategy) • SMART • Strategic Case • Local Connectivity: including assessment of bus, current Supertram, tram-train, tram extensions, local rail and other mass 	<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>A Improve surface access to international gateways</p> <p>B Input to and shape Highways England’s Route Investment Strategy 2</p> <p>C Promote efficient and sustainable means of freight distribution, while growing SCR’s logistics sector</p> <p>E Ensure High Speed Rail is part of a Trans-North network</p> <p>F Improve connectivity between key locations</p> <p>O Ensure SMART ticketing is developed and delivered in SCR</p>

Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
<p>High Speed Rail:</p> <p><i>A locally and nationally agreed HS2 proposition,</i></p>	<ul style="list-style-type: none"> Central Government Connectivity funding is to be confirmed 	<ul style="list-style-type: none"> Secure local and national agreement on SCR station location Develop compelling, deliverable connectivity 	<p>Wider economic benefits of £400m direct to the SCR.</p> <p>HS2 will free up space</p>	<p>SCR served by HS2 in 2033</p> <p>HS2 accessible from across the region.</p>	<p>A Improve surface access to international gateways</p> <p>E Ensure SCR is served by High Speed Rail</p> <p>F Improve connectivity between major settlements</p>

transit requirements

Evidence

- Case Making: Provide evidence to support the case for TfN interventions
- Support TfN workstreams in undertaking rail / highways / freight and logistics / SMART studies to understand options and requirements.

Accountable Body

- The oversight of the procurement and financial processes relating to TfN

<p><i>including comprehensive, funded, 21st Century, multi-modal connectivity programme, station requirements and Masterplan to deliver wider growth.</i></p>	<ul style="list-style-type: none"> • Government decision on station location is also pending 	<p>package to maximise the benefits of HS2 and the surrounding growth area.</p> <ul style="list-style-type: none"> • Coordinate HS2 East 	<p>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>Connections act as growth enabler and accelerator in the HS2 zone.</p>	
Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
<p>Devolution Deal:</p> <p><i>Key principles have been agreed for increased transport freedoms and flexibilities (see outputs and outcomes). These are to be driven forward by SCR.</i></p>	<ul style="list-style-type: none"> • Control of the powers and resources for the bus network in South Yorkshire, including the potential to franchise services. 	<ul style="list-style-type: none"> • Provide modelling and other evidence to inform decision on bus franchising 	<p>The Buses Bill will allow the SCR to introduce a bus franchise model if it wishes to do so. At this point in time the geography for this work is South Yorkshire with cross boundary services being taken into consideration. This will allow SCR to (a) assess whether the current Partnerships, and those currently under consideration, deliver the desired outcomes, (b) to bolster the persuasive effects that the threat of franchising on operator service provision.</p>		<p>G Deliver interventions required for development and regeneration</p> <p>K Develop public transport 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</p>

- The identification of a Key Route Network of local authority roads that will be collaboratively managed and maintained
- Identification of an SCR 'Key Route Network'
- All local roads are currently managed by the Local Highways Authority; there may be significant benefit from a more coordinated SCR approach for strategic management, maintenance and funding on the SCR's strategic network.
- Government Commitment to explore options to give more planning powers over the delivery of transport schemes
- Investigate and consider the advantages and disadvantages of localising the Transport and Works Act Order legal process
- This could provide an opportunity to speed up the development stages of delivering major transport investment, particularly relating to Transport for the North/High Speed Rail connectivity interventions/potential Tram Train and Tram extensions.
- Re-stated commitment from Government to deliver Transport for the North and HS2 and 'HS3' in SCR
- Will be progressed through TfN and HS2 workstreams.
- HM Treasury analysis shows that realising the ambition to rebalance the UK economy would be worth an additional £44 billion (in real terms) to the northern economy. Investment in SCR connections to key northern cities is a key requirement to enable this growth. The eastern leg of the HS2 link is forecast to deliver £2.6bn of productivity benefits and 3.6m jobs.

- Smart ‘oyster style’ ticketing
 - A consolidated, devolved transport budget, with a multi-year settlement to be agreed at SCR to form part of the ‘Single Pot’
 - Will be progressed through the TfN work stream and potentially enhanced through a bus franchise model.
 - TEB to consider investment in transport from the single pot and other sources. This will be developed through the Business Case development process.
 - Update on the funding included into a single pot will be provided following the Spending Review
- Evidence tells us that customers demand a more integrated offer and ticketing is a key part of this. Evidence from other major cities demonstrates the benefit of smart ticketing as part of a 21st Century customer offer.
- Currently Government funding comes from individual discrete pots and often come through competitive funding bids. The devolution deal allows funding certainly of a longer horizon and flexibility to spend on activity that delivers the best benefit for the SCR local needs.
- Flexibility to have both capital and revenue funding that reflect that a successful transport system requires both types of funding.

Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
Strategic Rail <i>To work with Rail North, Network</i>	<ul style="list-style-type: none"> • Network Rail Control Period 5 programme • Rail North 	<ul style="list-style-type: none"> • Ensure timely delivery and full realisation of SCR benefits on NR projects including: 	Better connectivity, a more coherent and user friendly network, with increased, faster	Both passenger and freight traffic expected to increase by 30% nationally,	A Improve surface access to international gateways D Improve rail services and access to stations, focusing

<p><i>Rail, The Office of Rail Regulation and the Department for Transport to achieve rail provision that matches the SCR's economic aspirations</i></p>	<p>processes</p> <ul style="list-style-type: none"> • ORR Periodic Review process • Network Rail Long-term Planning Process • Passenger Rail Franchising, particularly Northern and Transpennine Express • Local Initiatives 	<ul style="list-style-type: none"> - Northern Hub - East Coast Mainline - Midland Mainline Electrification - Other NR improvement projects • Represent SCR throughout Network Rail's Long Term Planning Process. • Support Rail North activity. Produce Long Term Rail Strategy Progress Report and prepare for 2016 version. • Refresh SCR Rail Plan to capture strategic objectives and strengthen evidence. • Support Doncaster in the preparation of its Rail Strategy. • Strategic input into development of 	<p>journeys, more capacity and greater cost effectiveness.</p> <p>More and better trains on local rail services</p> <p>Faster journeys from Sheffield to London</p> <p>New trains introduced on East Coast services that provide faster journeys, more seats and the potential for new destinations to be served</p> <p>Address capacity at Doncaster and Sheffield Stations</p> <p>Ensure that future electrification and other scheme programme reflect Electrification Task Force outputs</p>	<p>over the next 10 years. Delivering our objectives will ensure SCR is an attractive and well connected place for business.</p>	<p>on interventions that can be delivered in the short term</p> <p>F Improve connectivity between major settlements</p>
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Rotherham Parkgate Study following Rotherham Connectivity Study – engage DfT and operators

- Complete study into case for main line platforms at Dore and Totley and progress findings
- Support other rail activities such as Network Rail studies:
 - ECML Route Study
 - North of England Route Study
 - Sheffield Study

Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
<p>Strategic Highways</p> <p><i>Greater influence and engagement</i></p>	<ul style="list-style-type: none"> • Devolution deal provides the basis for engaging with 	<ul style="list-style-type: none"> • Formal agreement between SCR CA and Highways England to work cooperatively in 	<p>Supports key future development sites such as Markham Vale (700 jobs), Waverley/AMP (3000</p>	<p>Long-term commitments to focusing investment from a national body on infrastructure that</p>	<p>B Improve the reliability and resilience of the national road network using a range of management measures</p> <p>F Improve connectivity</p>

<i>with Highways England to better drive forward SCR priorities.</i>	Highways England	developing 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
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Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy Policy link
<p>Sustainable and Inclusive Transport</p> <p><i>Delivery of the Sustainable Transport Exemplar Programme (STEP) then building on this to support strategic investment in sustainable transport.</i></p>	<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. The programme is being developed by the four South Yorkshire Transport Authorities and SYPTE. This is coordinated by the LTP partnership. 	<p>Once the STEP programme is agreed the outcomes of this programme can be confirmed.</p>	<p>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 period. The shift towards walking and cycling leads to a considerable benefit of £77m due to improved physical fitness. In</p>	<p>H Develop high-quality public places K Develop public transport that connects people to jobs and training N Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes R Work to improve the efficiency of all vehicles and reduce their carbon emissions S Encourage active travel and develop high-quality cycling and walking networks</p>

- Further development of the sustainable transport offer is needed. This development has been set out in the Devolution Deal were SCR is seeking both capital and revenue funds to continue this activity.

In addition, there are also high benefits to commuters and other users.

T Provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices

Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
<p>Strategic Planning:</p> <p><i>Support strategic land use planning across SCR authorities</i></p>	<ul style="list-style-type: none"> • All SCR Local Authorities are developing Local Plans • Increased call for SCR spatial picture and fulfilment of Duty to Cooperate 	<ul style="list-style-type: none"> • Support SCR spatial planning activity • Provide feedback on key strategic planning applications • Input to SCR Local Plans, providing evidence as required 	Compelling land use plans linked to SCR economic and place ambition	Increased certainty to attract inward investment and shape SCR.	Particularly relevant to policy: I To focus new development along existing public transport corridors and in places adjacent to existing shops and services
Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas

<p>SCR Transport Strategy Refresh and SCR Transport Vision</p>	<ul style="list-style-type: none"> Support the development of an implementation plan to invest £8.7m of Local Transport Plan funding 	<ul style="list-style-type: none"> Develop and publish a clear long term vision to guide the SCR Transport Strategy Finalise and publish the SCR Transport Strategy Refresh. Strategy to inform SCR promoter response to the challenges and opportunities set out in the Integrated Infrastructure Plan. 	<p>Shape future direction of transport and inform scheme promoters.</p>	<p><i>To be determined through strategy development process</i></p>	<p>A refreshed transport strategy will drive the delivery of transport interventions linked to SEP priorities.</p>
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Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
<p>SCR Integrated Infrastructure Plan:</p> <p><i>An integrated infrastructure strategy and commissioning model to support the delivery of</i></p>	<ul style="list-style-type: none"> Strategic Economic Plan commitment to a multi-sector, integrated infrastructure plan Single Pot 	<p>Support the development of the SCR IIP, ensuring that transport challenges and solutions are appropriately reflected. Include potential sources of funding and financing.</p> <p>Ensure clear commissioning process is in place to support promoters in delivering SCR</p>	<p>Comprehensive, integrated transport network</p>	<p>Clear, long term, integrated approach to infrastructure to support delivery of the SEP. Overcome c.£40 billion in lost productivity due to congestion over the next 60 years.</p>	<p>Transport infrastructure improvements will support achievement across all areas of the SCR Transport Strategy.</p>

<i>the SEP.</i>	commitment to drive forward infrastructure priorities	transport priorities Comprehensive economic modelling that provides evidence for infrastructure requirements.
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Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
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<p>Young Person’s Travel Action Plan:</p> <p><i>A plan setting out the SCR approach to delivering a quality transport offer for young people</i></p>	<ul style="list-style-type: none"> • Draft action plan developed by SCR and consultants to identify priorities • Targeted ticketing products developed by SYPTE with key youth stakeholders. 	<p>Gain policy support for, publish and promote the Young Person’s Travel Action Plan.</p> <p>Establish programme for delivery.</p>	<p>Attractive public transport offer to support young people in fulfilling economic potential.</p>	<p>Overcome youth unemployment challenges. Improve access to work and training. Gain strong future public transport customer base.</p>	<p>N Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes</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>
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Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
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<p>SCR Modelling Strategy:</p> <p><i>A strategy capturing SCR’s</i></p>	<ul style="list-style-type: none"> • Develop a comprehensive modelling strategy. • Deliver 	<p>Estimated £2m funding from a number of sources TBC, subject to board decision to progress the strategy</p>	<p><i>Modelling requirements to be identified through the strategy development process.</i></p>	<p>Strategic intelligence to support SCR scheme development and decision making.</p>	<p>A robust modelling framework will help ensure SCR interventions and investment based on strong evidence base, to best drive</p>
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<i>modelling requirements and tools for supporting future growth.</i>	modelling required to support strategy development.	Updated area wide multi modal transport models as required	growth.
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Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
<p>Evaluation:</p> <p><i>Undertake monitoring and evaluation for schemes as required under terms of Government Grants.</i></p>	<ul style="list-style-type: none"> Bus Rapid Transit ex-post evaluation Better Bus Area 2 and Local Sustainable Transport Fund 2 monitoring and ex-post evaluation 	<p>These are required under the terms associated with the Government Grants.</p> <p>As well as fulfilling a contractual requirement, the outputs will provide valuable intelligence to aid future planning activities.</p>	Satisfy funding agents and identify impacts of interventions.	Strong evidence base to understand and demonstrate the impacts of our investment.	Comprehensive project evaluation will provide a strong evidence base, to best drive growth as well as satisfying contractual requirements to secure funding.
Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
<p>Transport Executive Board:</p> <p><i>Ongoing support the Transport Executive Board to ensure well</i></p>	<ul style="list-style-type: none"> 5 Executive Boards established to support SCR Combined Authority – 	<p>Establish and support board as required, in accordance with Terms of Reference and Forward Plan (to be agreed)</p> <p>SCR will report Business Plan delivery progress to the TEB</p>	Strong governance supporting Authority decision making.	Combined	Relevant to all areas of the SCR Transport Strategy

<i>informed decisions.</i>	Including Transport	on an ongoing basis.
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Emerging Items / New Requests for Work

Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
Advanced Manufacturing Innovation District	<ul style="list-style-type: none"> AMID Masterplan led by Creative Sheffield 	Transport response to AMID Masterplan. Connectivity solution for AMID area	A well connected, integrated transport offer to support growth of the AMID.		F Improve connectivity between major settlements N Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes
Future of Local Sustainable Transport Fund	<ul style="list-style-type: none"> LSTF Govt. funding 	Determine future approach to programme delivery			
Sheffield Transport Strategy	<ul style="list-style-type: none"> SCR looking to develop a Transport Strategy 	SCR input to shape Sheffield Strategy, ensuring alignment with SCR Strategy.			
[...]	<ul style="list-style-type: none"> 				

DRAFT

SCR Commissions

In July 2015, a total of 9 members of staff from the SYPTE Strategy Directorate were transferred to the SCR Executive Team under the Transfer of Undertakings (Protection of Employment) Regulations (TUPE). This included 3 areas of expertise, covering strategy and policy, transport modelling and integrated transport. Included within the transfer were a number of committed work packages which were dependant on consultancy support.

Given the nature of strategic investment projects and the need for evidence, a number of the work packages that have been transferred to the SCR Transport Team have relied on consultancy support and specialist knowledge. The following list details the commissions (title, contract value and contractor) that were transferred to the SCR Transport Team.

- Critical Friend for Improved Trans-Pennine Links - £9,000, Mott MacDonald
- Dore and Trolley Mainline Platform - £21,000, JMP
- Electric Bus Routes - £24,000, Arup

The above commissions are now complete with no outstanding contractual obligations. All of the above commissions were procured whilst members of staff were employed by SYPTE. Therefore the procurement and standing orders procedures as well as the approval processes required by SYPTE as the employment body have been adhered to.

Future Commissions

The table below outlines a number of future commissions that will be required to assist with the delivery of the SCR Business Plan. The TEB is asked to consider and agree in principle the following commissions, prior to any formal tendering process taking place.

Work area	Current Activity	Anticipated Budget
Midland Mainline Electrification	To develop a strong evidence base to support the provision of electrification, upgrades and new rolling stock on the Midland Mainline to Sheffield.	£15,000
SCR Senior Rail Advice	Outline economic impacts of the Transport for the North Rail options. The work will be essential in providing evidence for the TfN prioritisation process and ensuring that the SCR rail enhancements which are being sought through TfN can be delivered.	£13,500
Rail Station Devolution	Outline the feasibility of devolving the management of South Yorkshire Stations from rail franchisees to SYPTE.	£10,000
Express Tram from Meadowhall to Sheffield City Centre	Analysis of the connectivity options for an express tram between Meadowhall and Sheffield city centre utilising previous work carried out by Pell Frischmann and Arups. The outputs of this study will provide SCR partners and national	£TBC (under £25,000)
To note as this commission is being		

<p>done through the HS2 Programme Board</p>	<p>stakeholders with information on the benefits of a fast and seamless connection from Sheffield Meadowhall to Sheffield city centre whilst providing the evidence to make any future business case for investment in the preferred option.</p>	
<p>HS1 to HS2</p> <p>To note – no procurement by the SCR.</p>	<p>Update and enhance the demand forecasts and economic benefits of a link between HS1 and HS2. The forecasts will provide input into a strategic case and will be used to outline the economic benefits of the HS1/HS2 link to support a possible formal petition related to the HS2 Parliamentary Bill. A link between HS2 and HS1 will expand the reach of HS2 so that interchange between HS2 and HS1 to the continent is made easier thereby offering greater connection to Europe for business and leisure and vice versa.</p>	<p>£8,000</p> <p>Procurement led by West Yorkshire Combine Authority. SCR contribution to the work</p>

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

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TRANSPORT EXECUTIVE BOARD – 19 NOVEMBER 2015
TRANSPORT FOR THE NORTH UPDATE
FROM: SCR Director of Transport

Summary

- The Chief Executive Officer has now been confirmed as David Brown, with a start date of 9 November 2015.
- The Independent Chair recruitment is progressing, an appointment is expected in late November 2015.
- The TfN partnership has been expanded, now including wider Northern partners such as North Yorkshire, Lancashire, Cumbria and Teesside.
- Under amendments to the 'Cities and Local Government Devolution Bill', the Government is committed to establish TfN as a statutory body, with appropriate powers and duties by 2017.
- The Summer Budget 2015 committed £30m over 3 years for TfN.
- The Chancellor of the Exchequer has requested a proposition for a northern smart ticketing scheme to be completed by March 2016.
- TfN is required to report to the Department for Transport on progress in the autumn. A draft report has been prepared in conjunction with DfT and will be presented to the HM Treasury (**Appendix C**). There will also be a Northern Transport Strategy update report in March 2016.
- TfN consists of 9 workstreams, covering specific modes and distinct areas of related activity. SCR has representation on all these workstreams, **Appendix A** details the representation of the SCR throughout the TfN structure. **Appendix B** outlines a high level update on each of the workstreams.
- TfN has been asked to provide a list of prioritised investment proposals for the Spring Budget 2016. To meet timescales, this work needs to be completed by January 2016. The robustness of this prioritisation will be determined by the availability/quality of data and sufficient time to complete the task. There is a risk that the prioritisation takes place without the necessary evidence to support prioritisation process.
- TfN will produce a Business Plan setting out a multi-year development programme with funding requirements that will be reviewed and approved on an annual basis by the TfN Partnership Board and submitted to government.

1. Issue

- 1.1 To provide an update to the Transport Executive Board (TEB) on the progress of the Transport for the North project.

2 Recommendations

- 2.1 Note the progress being made on Transport for the North since the launch of the Northern Transport Strategy in March 2015.
- 2.2 Note the role that Sheffield City Region (SCR) is playing in shaping long term strategic transport investment within the Transport for the North partnership.
- 2.3 Note the fast pace of the TfN work programme to meet the timescales associated with the production of the Autumn TfN update report, input for the Spending Review and the March Northern Transport Strategy Interim Report.
- 2.4 Note the update and SCR position for each of the TfN workstreams as set out in **Appendix B**.
- 2.5 Endorse the continuing active engagement in all the TfN workstreams to maximise the benefit to the SCR in the future
- 2.6 Note the process to be put in place to keep SCR partners informed of progress and provide an opportunity to provide input into the workstreams.

3 Background Information

Introduction

- 3.1 In March 2015, Government, the Northern city regions and Local Enterprise Partnerships, working together with Highways England, Network Rail and HS2 Ltd as the Transport for the North (TfN) Partnership Board, published its first report on the Northern Transport Strategy (NTS)¹. It set out an ambitious, joined up vision for the North.
- 3.2 That vision is to build on the North's existing strengths to create a vibrant and growing region that retains and attracts the brightest talent, acts as a magnet for inward investment, and becomes one of the world's most competitive economies, playing host to innovative companies which succeed in the global marketplace.
- 3.3 Maximising the North's economic potential demands the transformation of the North's transport connectivity to help create a unified, single economy across the region, rich in job opportunities for all. The NTS envisages a comprehensive package of transport measures to make the North a more attractive place to live, work and do business, to boost economic growth and support the North's people and employers to fulfil their potential, ensuring a pan northern benefit across the full partnership and geography.

¹ Department for Transport and Transport for the North, The Northern Powerhouse: One Agenda, One Economy, One North (2015)

Programme Update

- 3.4 The Chief Executive Officer for TfN has now been confirmed as David Brown from Merseytravel and will take up this post on the 9 November 2015. The Independent Chair recruitment is progressing, with interviews and an appointment scheduled for late November 2015.
- 3.5 The summer 2015 Budget committed the Government to establishing TfN as a statutory body, with appropriate powers and duties. The budget also committed £30m to be allocated evenly over a 3 year period. TfN is currently investigating the process to deliver this commitment through amendments to the 'Cities and Local Government Devolution Bill'.
- 3.6 TfN have been requested to provide a progress report in the autumn for government. A **draft** report has been prepared in conjunction with DfT and the TfN Executive Board. This report will have final approval from the TfN Partnership Board. See **Appendix C** for the latest draft (as of 5 November 2015). Through the SCR's involvement on the TfN Partnership Board, comments from the SCR have been considered.
- 3.7 The TfN partnership has been expanded and now including wider Northern partners such as North Yorkshire, Lancashire, Cumbria and Teesside. Representation on each of the workstreams is expected to occur over the next month. TfN remains focussed on strategic transport investment across the North of England.
- 3.8 On behalf of the TfN partnership, the Sheffield City Region (SCR) Combined Authority is the TfN financially accountable body. In this role, the SCR manages the day to day financial operations of the TfN Programme, overseeing financial and procurement processes and overseeing the Commissioning Process and ensuring value for money and compliance with procurement regulations. The SCR's role will be reviewed as TfN moves towards becoming a statutory body.

Workstream Update

- 3.9 TfN consists of 9 interdependent workstreams, covering specific modes and distinct areas of related activity. SCR has representation on all these workstreams, ensuring that the interests of the SCR are communicated through the development of each of the workstream outputs. **Appendix A** details the organogram and representation of the SCR throughout the TfN structure.
- 3.10 Whilst support from central government on developing projects to change the economic geography of the North of England is welcomed, there a number of challenges that arise as a result of taking forward a large programme of work, over a large geography, with timescales that are being driven externally. Mainly these issues are focused around the speed at which work is taking place, the restrictions that are placed on dissemination of information and the decisions that are being made (this is explored later in this paper).

3.11 Councillor Julie Dore is the SCR Political Lead at the TfN Partnership Board, ensuring that the political aspirations of the SCR are considered within the wider discussion. Martin McKervey attends the Partnership Board as the SCR representative from the private sector.

3.12 **Appendix B** outlines a high level update on each of the workstreams.

Scheme Prioritisation Process

3.13 TfN has been asked to provide a list of prioritised investment proposals for the Spring Budget 2016. The extent to which these can be prioritised will be determined by the availability/quality of data and sufficient time to prioritise. To meet timescales, this work needs to be completed by January 2016 (agreeing the process by December, information collection by November). The **draft** milestones are presented below and are extremely challenging as workstreams are at different stages and in many cases have only completed high level work since the publication of the NTS in March 2015.

End of October	TfN Executive Board agrees list of 'in-scope projects' for prioritisation
End of November	Provision of initial information/metrics by workstream on each 'in-scope project'.
Mid -December	Agreement on approach
Mid -December	Discussion with workstreams
End of December	Draft prioritisation presented to TfN Executive Board (with time to input)
Mid - January	Draft Final prioritisation presented to TfN Partnership Board
End of January	Draft Final prioritisation presented to TfN Partnership Board (with time to input)
End of February	Final prioritisation agreed by TfN Partnership Board for inclusion in Northern Transport Strategy Update (March)

3.14 The milestones above need further discussion at the TfN Executive Board and at the time of writing this report the SCR officer representatives are not aware what form any prioritisation might take. It is therefore critical that information is available to share with attendees at a working group level as soon as possible so that wider engagement with local partners can take place.

3.15 The prioritisation will be drawing upon evidence that is being collected through the other workstreams, mainly the Road workstream through the Trans-Pennine Tunnel evidence but also through the initial option generation from the various Rail Workstream outputs.

- 3.16 Current thinking is that a bespoke model is produced to apply a consistent assessment method across all the schemes, although due to the time constraints this may not be achievable.

Communication

- 3.17 SCR partners are requested to note the fast pace of the TfN workstreams, since the publication of the NTS leading up to the completion of the Autumn update report and the NTS refresh. These timescales are being set by the Chancellor of the Exchequer to meet deadlines to feed into Government announcements.
- 3.18 In order to ensure that information is fed back into the SCR in a more consistent manner and comments can be captured on the next phase of work, it is proposed that every three weeks an update report is produced and circulated to SCR officers. Complementary to this, there will also be a standing agenda item on the TEB covering key issues from TfN as the work progresses from high level principles to detailed scope of work for the next 12 months.
- 3.19 At a detailed level the SCR representatives on the respective TfN workstreams (see **Appendix B**) will inform local SCR nominated officers of progress, gather comments and feedback to the TfN workstream lead. It is proposed that the local SCR nominated officers are drawn from the Strategic Leadership Group's (SLG) Local Authority and SYPTE attendees. The Local Authority and SYPTE SLG representatives will be responsible for collecting views from within their own organisation to feed into the SCR team.

4 Risks

- 4.1 The TfN/NTS delivery programme will be based on a prioritisation process that is not yet defined (as explained previously). The SCR need to ensure that the correct data is inputted into any future modelling to ensure that any scoring results are based on the most up to date information and includes all the economic and social aspirations of the SCR, as defined by the Strategic Economic Plan.
- 4.2 The type and the quality of the prioritisation will depend on the level of detail required for the scoring criteria and the ability of comparable data which has been collected for the different schemes. Failure to collect data that is comparable across the varying schemes and modes would have significant consequences in achieving the best return on investment.
- 4.3 At this stage, it is unclear how transparent the prioritisation process will be. The evidence and the scoring criteria used to assess each of the transport schemes is being carried out by the TfN Strategy Team and DfT, without any wider involvement and within a timescale which will exclude consultation. Although the SCR is represented on the TfN Strategy Team, due to the timescales associated there is a risk that the detailed evidence will not be able to be shared with partners at each stage. The SCR will seek further clarification on this.

- 4.4 The TfN Programme is operating to a very tight timescale, driven by the need for inclusion within forthcoming Government announcements. The timeframes associated with this have the potential to force decisions to be made quickly without the complete supporting evidence. These timescales are placing significant pressure on the workstreams to produce compelling information and for partners to contribute.
- 4.5 From the SCR perspective, the most significant risk with TfN is that schemes beneficial to the SCR may not be included within the final TfN delivery programme. To mitigate this, the SCR workstream attendees are playing an active role in the development of the workstreams and remains engaged in the process throughout. There is also a need to ensure that there is an appropriate level of evidence to support the SCR's case for investment, as detailed in **Appendix B**.
- 4.6 Availability of information that can be shared within partners is of concern. Each SCR work stream participant has raised this within their own work stream (where applicable) stressing that future work needs to be able to be shared more widely or have the appropriate governance and assurance processes in terms of confidentiality agreements that facilitates wider distribution of information. A restriction on the sharing of information is particularly relevant to the Road and Rail work streams due to the blight issues and very early stage that the work is at.

Future Steps for TfN

- 4.7 TfN is in the process of producing a Business Plan, setting out the 'visions and objectives' for each workstream. The Business Plan will set out a multi-year development programme with funding requirements that will be reviewed and approved on an annual basis by the TfN Partnership Board.
- 4.8 The agreed milestones from the NTS report that the first TfN Business Plan will seek to deliver on are:
- Autumn Spending Review – 25 November 2015
 - TfN 2015 Autumn Update
 - Trans-Pennine Tunnel Study High Level Assessment – Autumn 2015
 - HS2 Direction of Travel – Autumn 2015
 - Sir David Higgins' Recommendation on Leeds Station – Autumn 2015
 - Northern Freight Strategy Baseline Report – December 2015
 - Northern Independent Economic Review – December 2015
 - Northern Freight Strategy Scenario Report – January 2016
 - Finance and Funding Options Report – January/February 2016
 - HS2 Design Freeze - Early 2016
 - Northern Freight and Logistics Study – Early 2016
 - TfN Northern Transport Strategy Update – March 2016
 - Rail Initial Industry Plan – September 2016
 - Proposition for Smart Ticketing – Autumn 2016
 - Road Investment Strategy 2 – within 2 years

- 4.9 The TEB is asked to endorse the continuing active engagement in all the TfN workstreams to maximise the benefit to the SCR in the future. Regular reporting will enable the TEB to discuss of emerging TfN issues which will assist the SCR Partnership Board members in representing the SCR views at TfN meetings.
- 4.10 Dissemination of updates and collect views from local partners is discussed in para 3.17 to 3.19 above.
- 4.11 The TEB are asked to review the frequency and communication of the TfN updates following the publication of the March NTS report.

5 Implications

i. Financial

The SCR CA holds financial accountable body status for the TfN partnership.

This role obliges the region to deliver sound stewardship of the public funding which flows through the CA on behalf of TfN. The CA has developed financial and procurement processes to ensure efficient and effective commissioning of activity, and is applying these concepts with rigour. This protects the CA from both financial and reputational risk.

The TfN partnership is still developing a robust budget to underpin its activity.

This in itself is not unusual for a new start-up organisation that is shaping its role, but is essential to enable SCR CA officers to adequately control, support, and monitor activity. Officers continue to press on this issue, and are working with the TfN programme management team to address the matter.

ii. Legal

The auditing and checking of the TfN funds and procurement procedures has a resource implication which needs to be considered. Sheffield City Council on behalf of the SCR CA has been dealing with all requests with specific legal advice from Barnsley Metropolitan Borough Council. The resource implications across the SCR Executive Team/SCC and BMBC needs to be considered, with a view to investigate this arrangement if the SCR is to remain the Accountable Body in the longer term to ensure that it can respond to the demands and timeframes required of TfN.

iii. Diversity

None.

iv. Equality

None.

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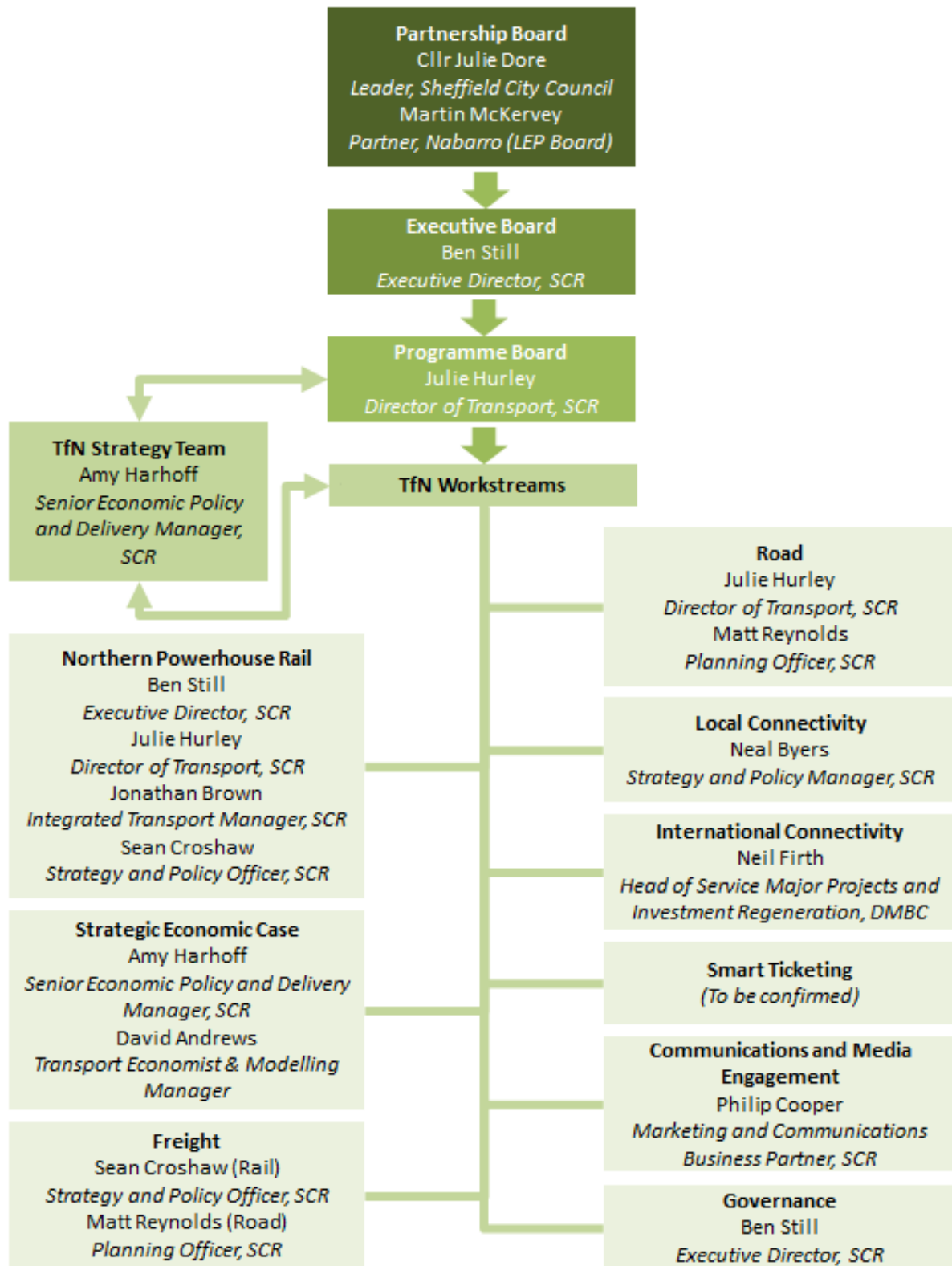
Background papers used in the preparation of this report are available for inspection at

11 Broad Street West
Sheffield
S1 2BQ.

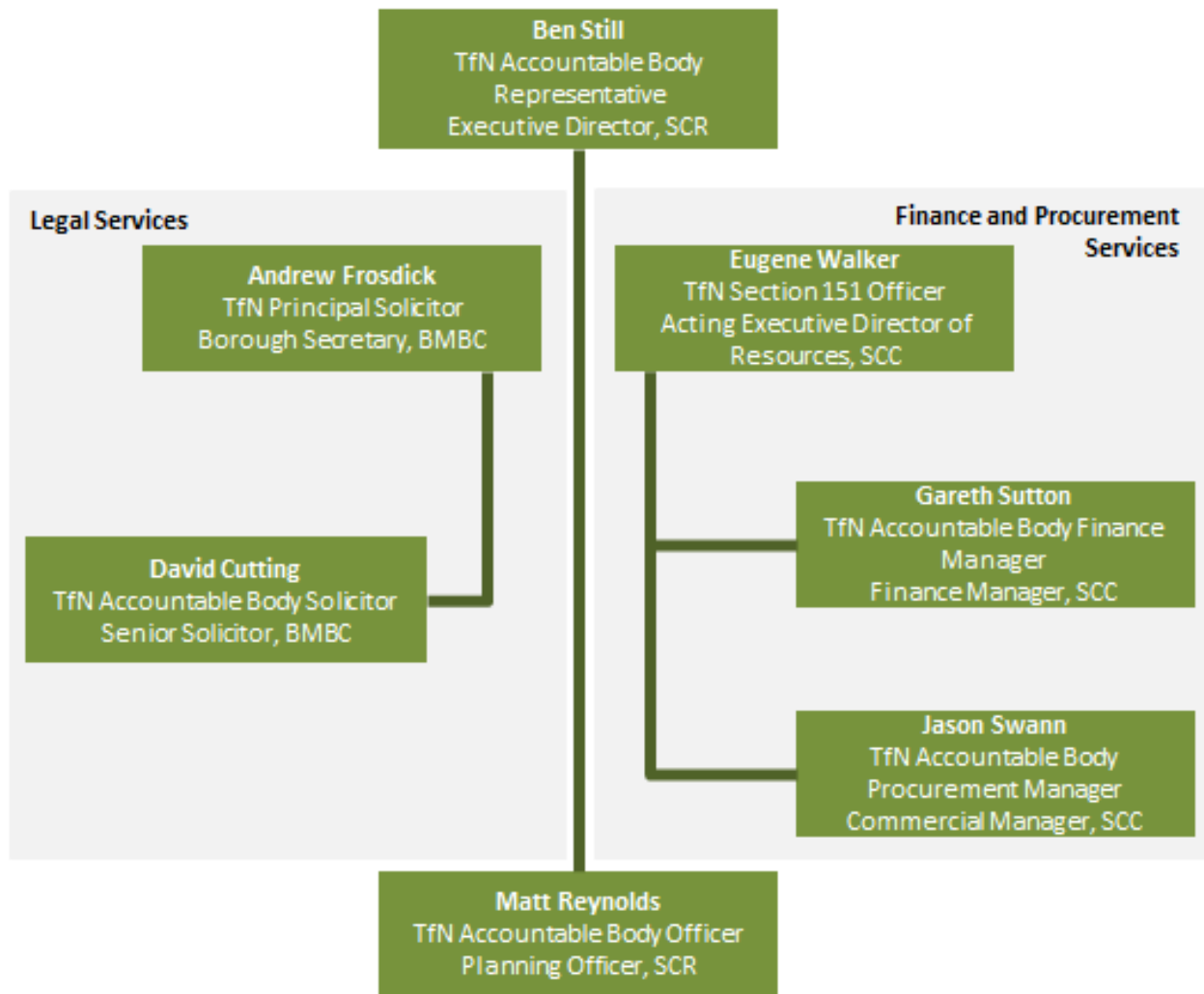
Other sources and references:

Appendix A – SCR Representation

SCR representation on Boards and Workstreams



SCR TfN Accountable Body Structure



Appendix B – TfN Workstream Update



Workstream	Update on Progress	SCR within TfN
Rail	Considerable work has been undertaken by Network Rail and HS2 in conjunction with TfN and DfT to understand the infrastructure requirements needed to meet the TfN outputs of 30 minute journey times and improved frequency between the North’s Core Cities. Initial findings of this work were completed in October. The next stage of work is proposed to be undertaken on a corridor approach. No detailed scopes have been prepared yet.	SCR have an aspiration to secure 30 minute journey times between Sheffield and Leeds and Manchester with a service frequency of 6 trains per hour with a regular service pattern. In addition, there is an aspiration for capacity improvements, as defined within the One North Proposition and the NTS. SCR and Leeds City Region request to build the section of HS2 early between the cities.
Road	Highways England (HE) has appointed consultancy support for the TfN road studies (Trans-Pennine Tunnel, M60 Quadrant and A66/A69 North Pennines). Production of a study scoping report and high level strategic case is being developed. The Trans-Pennine Tunnel report is a specific ask by the Chancellor of the Exchequer with a specific scope of work. A report from the Chairman of HE is currently being prepared with TfN input. Early indications are that there will be a recommendation to take the work to the next stage.	The SCR will continue to make the case for the trans-Pennine tunnel scheme, highlighting the benefits to the northern economy through the construction of a resilient high performance link between the SCR and Manchester City Region. The SCR is also using this workstream as a platform for other schemes to be including within the future TfN highways programme and the RIS2 (Tinsley Viaduct, M18). RIS2 will form a future work stream within TfN. SCR partners will be informed when this work commences so that they can input into the early thinking.
Freight	A Baseline Report evidencing the current freight movements and demand is nearing completion. This will be used as the foundation for a number of future scenario developments and forecasting of freight demand across the North.	For the SCR to remain competitive across all modes of freight recognising the advantageous strategic location of Doncaster for growth in the logistics sector and the close links to Humber Ports. SCR will seek innovative approaches to maximise the sustainability of the sector, for example through last mile solutions.

Workstream	Update on Progress	SCR within TfN
Strategic Economic Case	A northern Independent Economic Review (IER) has been commissioned to understand the economic profile of the TfN area. In addition there will be two other pieces of work, one investigating a new approach to scheme appraisal and the other about financing options.	The SCR will remain committed to ensure that SCR economic aspirations and demographic data are accurately reflected within the IER.
Smart Ticketing	The Smart and Integrated Travel workstream is currently setting up a dedicated project team to develop a consistent and fair multi-modal ticketing and transport information proposition across the North.	To ensure that the smart ticketing offer integrates the SCR existing and future SMART ticketing products and travel information into TfN whilst delivering best value to our local customers.
Local Connectivity	The Local Strategic Network team has been developing its remit to include an expanded working group across the North. This will enable those areas previously not involved in TfN members to engage in the process and maximise connectivity at a local level into a future strategic network that is being developed for the North.	To ensure that the SEP priorities of Advanced Manufacturing and Innovation District, HS2 and the Doncaster Engineering and Logistics Gateway are connected by excellent transport links (both private and public).
International Connectivity	The International Connectivity team is currently making preparations to formally establish the workstream.	To identify surface access improvements to increase the attractiveness of Airports and Ports, including defining the role of regional airports. For the SCR - Doncaster/Sheffield Airport and freight links to the Humber Ports
Communications and Media Engagement	Ongoing communication throughout the TfN processing using the TfN Website, Newsletter and Press Releases.	SCR representation on the work stream and ensuring that SCR gets the appropriate and correct messaging in any external communications.
Governance	SCR to continue to be involved in the Governance arrangements of the TfN programme including continuing SCR's role as the financially accountable body for TfN. A significant amount of government official time on this to ensure legislation is passed as soon as possible.	SCR representation on the work stream as appropriate. The SCR has had no sight as yet on any outputs from this work.

Appendix C – DRAFT Autumn TfN Report

The Northern Transport Strategy: Autumn Report

One agenda. One economy. One North.

Foreword

The Northern Transport Strategy: Autumn Report

Foreword by Rt Hon Patrick McLoughlin MP and Sir Richard Leese

We have jointly embarked on a historic journey to transform the economy of the North of England, and establish it ever more firmly as a leading competitor on the global stage and as a true economic Powerhouse.

This is a major endeavour, and we are committed to it for the long term. The prize is immense. Making it happen is a shared priority for our investment both for the remainder of this parliament to 2020, and for the 2020s and beyond.

As the Transport for the North (TfN) Partnership Board, we published our first report on the Northern Transport Strategy, *The Northern Powerhouse: One Agenda, One Economy, One North* in March of this year. Since then, we have got down to work, and the TfN partnership has taken substantial strides towards delivering on these plans. This TfN report is a six-month update providing detail on our progress across the full range of the Northern Transport Strategy's workstreams, including on international connectivity, freight, smart & integrated ticketing, local strategic connectivity, strategic roads, and on developing what we are now calling the Northern Powerhouse Rail network – the fast, frequent, reliable and comfortable rail service that will underpin a unified One North economy.

The report describes what we are finding as we get into the detail of the design issues. We will set out plans for how we can take forward delivery of our priorities in spring 2016, on schedule to the timetable promised last March.

What the scale of our ambition will require in terms of new construction both within and between our city regions is becoming clearer – and it is major. It is tremendously exciting, but we don't underestimate the challenges. The TfN Partnership Board is already working well, and we will continue to work together to plan and invest soundly and creatively, and to take the bold decisions necessary to deliver the outcomes we need.

Finally, we are particularly delighted to announce that, as of October 2015, the Transport for the North Partnership Board now formally represents all of the North's local transport authorities and local enterprise partnerships, and so covers every part of the North. This is a historic step: the first time all the North's parts have been brought together in this way. We are updating the initial work to ensure that the benefits from improved connectivity are felt across the whole of the North, and used to ensure that each area can make its full contribution to delivering the Northern Powerhouse.

Reaching agreement on the best achievable way forward will of course present many challenges – but in tandem with the steps being taken to put TfN on a statutory footing, we commit to work together to overcome all difficulties, because we agree that the prize of a prosperous, globally competitive North, rich in job opportunities for all, is worth it.

Image and signatures

1. Introduction: an ambitious vision

In March 2015, Government, the Northern core city regions and Local Enterprise Partnerships, working together and with Highways England, Network Rail and HS2 Ltd as the Transport for the North (TfN) Partnership Board, published our first report on the Northern Transport Strategy, *The Northern Powerhouse: One Agenda, One Economy, One North*. It set out an ambitious, joined up vision for the North and its 15 million people.

That vision is to build on the North's existing strengths to create a vibrant and growing economic region that retains and attracts the brightest talent, acts as a magnet for inward investment, and becomes one of the world's most competitive economies, playing host to innovative companies which succeed in the global marketplace.

We aim to increase the long term rate of economic growth in the North. Our ambition is to equal or exceed the UK average growth rate, an achievement that would by 2030 add more than £44bn in real terms to the North's existing output of £290bn per year.

Maximising the North's economic potential demands a package of measures including investment in education and skills, in the regeneration of our cities and towns, and in new models of business support. But central to the Northern Powerhouse vision is transforming the North's transport connectivity to create a unified, single economy across the region, rich in job opportunities for all.

The Northern Transport Strategy envisages a comprehensive package of transport measures to make the North a more attractive place to live, work and do business, to boost economic growth and support the North's people and employers to fulfil their potential, ensuring pan northern impacts across the full partnership and geography.

We aim to expand the scale and quality of the commuter networks around the cities and key towns to allow employers to access the people and skills they need to thrive, and people to be more mobile and able to access more opportunities. Better travel information and ticketing systems will expand travel horizons and multiply the benefits of infrastructure investment.

Much of Britain's future growth lies in the knowledge economy², and city regions in particular house many firms in this category. We aim to radically improve the speed, frequency, capacity and comfort of rail services through development of the Northern Powerhouse Rail (NPR) network. This will strengthen both collaboration and competition between businesses, helping them to specialise and innovate, improve their products and increase their trade. NPR stations will be at the centre of development and regeneration schemes which will drive growth and employment opportunity across their city regions.

Some knowledge sectors, including in manufacturing activities, tend to be based outside city centres, though often still clustered in specific areas. These sectors often rely on road access for people and goods, and need reliable connections to international gateways. The

² Defined here as including business services, media & digital, education, design, research & development and advanced manufacturing.

growing logistics industry needs good road and rail connections, as well as access to airports and ports. The growing visitor economy relies on good quality, clear and easy-to-use transport. TfN's plans cover all these areas and aim to ensure that no area is left behind in our drive to achieve real growth in the North.

As well as transformed connectivity, speed, capacity and resilience on the strategic road and rail networks, the North's ambitious vision includes improved connections within and between city regions by local rail, rapid transit and road so that those not living within the centres of city regions can still access the widened job and leisure opportunities as a result of improved connectivity

2. This progress report

The Northern Powerhouse: One Agenda, One Economy, One North set out a plan for each element of the Northern transport system, covering railways, highways, freight & logistics, airports, integrated & smart travel, and local connectivity.

In this report, we set out our shared vision of how investment in a world class transport system could allow the North to function as a single, unified economy, becoming stronger than the sum of its parts by increasing productivity. We set out a plan for each element of the North's transport system, describing our vision of its future, and the steps we would take to get there.

With the inclusion of all parts of the North, the opportunity is now being taken to understand the opportunities that each area brings to the wider growth potential of the North, and to feed them into our plans.

The commitment of all parties to the development of TfN and the Northern Transport Strategy was reinforced at the July 2015 summer Budget, when £30m additional funding for TfN was announced for the three year period 2015/16 – 2017/18, and the commitment was made to make TfN a statutory body.

The purpose of this document is to report the progress made since March, across the range of actions committed to in the first NTS report and at the summer Budget in June. It is structured as follows.

- Section 3 covers the progress made on Rail, and summarises its initial findings.
- Section 4 covers Strategic Roads, including the strategic case for and engineering feasibility of a trans-Pennine road tunnel.
- Section 5 sets out the progress made in smart & integrated travel, freight & logistics, international connectivity and local strategic connectivity. It also describes the progress made identifying the current strengths of the North's economic base and future prospects for growth and our views on option appraisal methodology for the NTS as a whole, and the progress made in setting up and developing TfN as an organisation.
- Section 6 sets out the next steps in the work programme, and provides a forward look on what the spring 2016 deliverables will contain.

The Northern Transport Strategy is not being pursued in isolation. Other great strides have been made in improving transport in the North and in devolving power and budgets to city regions. This includes:

- A Sheffield City Region devolution deal giving the area greater powers over transport, skills and employment support with additional funding of £30m a year over 30 years.
- Tees Valley devolution deal that gives the Combined Authority and a new Mayor powers for example on business support and a multi-year budget of £15m a year for 30 years.
- A new North East Mayor who will have a £30m a year budget for 30 years and new devolved powers, for example over strategic planning and bus franchising.
- Additional devolved powers to Manchester across land, fire, children's services and employment and skills.
- A transformed Manchester Victoria station that opened in the summer.
- The establishment of a new Infrastructure Commission, led by Lord Adonis, to provide clear direction to and prioritisation of infrastructure investment.

<Place holder 1: image exemplifying the Northern Economy>

3. Transforming Rail Connectivity

Supporting the growth of our key cities will be a vital part of creating the Northern Powerhouse. Rail provides the opportunity to move large numbers of people quickly and easily to and from their jobs and to facilitate quick business-to-business travel.

The March 2015 Northern Transport Strategy report set out our vision for a transformation in rail services in the North of England. Our aim is an integrated network of rail services that will provide fast, frequent, comfortable and convenient connectivity across the North. We also want to introduce smart tickets and simpler fares, and create additional capacity for freight. This network is likely to comprise of HS2, new sections of railway and major improvements to existing networks. Such a world-class rail network will be a central part of delivering the vision of a single, unified Northern economy.

Since March we have set to work on understanding what achieving this vision will require. This has required a new level of partnership working between TfN, the Department for Transport (DfT), Network Rail and HS2 Ltd in a way that is without precedent and to which all partners are committed.

<Place holder Image 2 to illustrate improvements>

The first step was to define a vision in terms of frequency of trains and journey times between key places across the North.

<Place holder Image 3 NTS City pairs rail improvements>

Since March we have done significant work to understand what the capacity and capability of the rail infrastructure would need to be, by route, to deliver these service outputs.

TfN, and the Government, have set out a plan to make a compelling case for investment in the Northern Powerhouse Rail programme. The work aims to identify options that meet, or move towards meeting, the targets for improved connections across the North focused on links between the six cities, and between them and Manchester Airport defined in March 2015. The immediate priority is to consider to what extent the HS2 Y network consulted route can deliver the improvements the network requires, and. Since March, we have:

- Commissioned Network Rail to carry out a series of cross-city connectivity studies for Hull, Leeds, Liverpool, Manchester, Newcastle and the North East and Sheffield which will include analysis of network capacity and capability, current and future demand, incorporation of stakeholder requirements, comparison with Northern Powerhouse Rail targets
- Asked HS2 Ltd to study the scope for the consulted HS2 scheme to contribute to the vision, what changes and additions to it may be needed, how its interfaces with the existing rail network can be improved and whether construction of certain sections of the scheme can be brought forwards.
- Developed a programme of longer term activity to investigate whether improvements to the existing rail network can meet the targets, including new sections, and whether there is a case for additional high speed network.

<Place holder Image 4 rail inter-connectivity- current and new routes>

Some important findings have emerged already:

- Express, semi-fast, local and freight services run on the same, often two-track railway, limiting the existing network's capacity to permit transformational change in speed or frequency.
- Existing committed upgrades and existing planned improvements to services will fill up much of the spare capacity that does currently exist.
- Nevertheless, some further improvements to journey times, frequency and capacity are possible on the existing network and Network Rail has identified what they are, developing option packages that go some way towards meeting the Northern Powerhouse Rail targets
- In certain locations, the HS2 scheme can play a part in delivering the network capacity and journey times sought for the Northern Powerhouse Rail vision. But in many places, entirely new lines would appear to be necessary to deliver the Northern Powerhouse rail vision.
-
- Capacity at stations is a crucial matter, and is also key to ensuring that connections to the fast core network are available, enabling all parts of the region to benefit from the improved connectivity.

The scope for the next phase of development will be finalised in November 2015 and will cover the period up to September 2016. We will:

- Set out how new network will be integrated with HS2, city region networks and other rail services
- Gain a better understanding of current rail demand, and how demand may grow in the future.
- Use this understanding to refine the number of trains that are needed to deliver the vision
- Determine the infrastructure needed to accommodate these trains to provide the integrated network across the North
- Set out the role of stations in the North's main centres, as integrated hubs for NPR, high speed and other rail services.

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4. Transforming Strategic road connections

Roads are central to the functioning of the Northern economy, and less congested, more continuous and more reliable strategic road network is crucial to delivering the Northern Powerhouse.

The March 2015 Northern Transport Strategy report set out our shared vision for roads in the North, including the concept of a core free-flow network of motorways and expressways increasingly offering reliable 'mile a minute' journey times, linked seamlessly to local networks and key locations including ports, airports and other logistics hubs. Central to the achieving the vision was increased capacity and improved major road links east-west across the Pennines.

There are already improvement schemes across the region being implemented in the period 2015-2020 as part of the first Roads Investment Strategy (RIS1) and through Growth Deals. HE's Delivery Plan 2015-20 contains an agreed programme of major improvements, involving over 30 schemes in the North of England, with a further six to be prepared for delivery in the next period. Work has commenced on a number of key projects including Smart Motorways M1, M60 and M62 as well as improvements to the A1 Newcastle-Gateshead western by-pass and from Leeming to Barton in North Yorkshire.

The March report committed TfN, DfT and Highways England to work closely together to develop the next generation of major road improvements in the North. TfN has already begun to engage with HE on the development of the new Route Strategies which will cover the whole of the Strategic Road Network in the North, and on the identification of potential schemes for inclusion in the next Road Investment Strategy period (RIS 2). But the focus since March has been on close collaboration on the three major strategic studies in the North announced as part of RIS1: the Trans-Pennine Tunnel, the M60 North West Quadrant and the North Trans-Pennine Routes strategic studies.

Work on these three Strategic Studies is now well under way.

Insert Image Strategic Roads

The most advanced of the three studies is the Trans-Pennine Tunnel Study, investigating the feasibility and case for a new highway route connecting Manchester and Sheffield, involving one or more tunnels. The study's Interim Report [has concluded] that a new trans-Pennine tunnel would be technically and operationally feasible to construct. Work on the economic case for the scheme has also commenced. A long-list of scheme options will be developed by January 2016, which will be reduced to a short list of the most promising scheme options by October 2016. The potential synergies of these options with improved rail will be explored.

Interim reports on the other two studies, M60 North West Quadrant and North Trans-Pennine Routes, will set out options for capacity and journey time reliability improvements. These will be published in March 2016, with final reports being published before the end of 2016.

TfN will continue to work very closely with DfT and Highways England on delivering the RIS 1 programme, and on developing the vision for RIS 2, which will be based around the following emerging themes: the economy; integration with other transport modes; safety; network capability; and the environment. In doing so, TfN will engage with all partner authorities in gathering the evidence to help us determine: where the greatest opportunities are to improve east-west connectivity, address strategic bottlenecks, tackle

the worst congestion and improve access to our major ports. We will work towards TfN becoming the voice that defines the long term aspirations for the SRN in the North. We have the determination and ambition to succeed in delivering a SRN that will help grow the northern economy.

5. A comprehensive Northern Transport Strategy

The Northern Transport Strategy takes a comprehensive approach to improving transport in the North. As well as plans for transforming connectivity by rail and road, the March 2015 report set out plans for Integrated and Smart Travel, Freight and Logistics, International Connectivity and Local Connectivity. Progress on each is set out below.

Smart and Integrated Ticketing

We are working towards a world class transport network that is supported by a ticketing system that makes it simple and easy to travel anywhere in the North by bus, tram, metro and rail. The benefits of this to the passenger will be further enhanced by readily available travel information (including real-time information) and simplified fares.

By March 2016 we will set out an implementation plan for the introduction of these improvements.

We aim to deliver early benefits to customers whilst also investigating ambitious ways of transforming the way people pay for their travel. An early change we are working towards is to enable customers to buy rail season tickets on smart cards. We are also working towards making existing city region smart cards interoperable, so 'pay as you go' can be used in any city in the North. We are also investigating contactless payment by bank card and by mobile phone for pre-pay tickets.

Our initial target is to make the standard of customer offer currently available in London available in the North. But we then want to go further, and will develop a new approach of account-based travel. This should offer people value for money and new incentives. Customers are already used to paying for services once they have used them, for example utilities and mobile phone use and this approach will give people the same flexibility for their travel.

These initiatives will transform the customer retail experience and drive patronage growth as well as reducing fare evasion. Related activities on understanding current and future customer requirements and analysis to inform a future fares rationalisation strategy are also being commissioned. Alongside this we will develop proof of concept projects, for example how mobile phones might be able to record journeys.

TfN will focus on opportunities at the North of England scale and will not replicate work at a local or national level. However, it is uniquely placed to help with interoperability between local northern schemes and to help steer the national agenda.

Freight

Freight and logistics account for [9%] of the economic output of the North³. We are working with the private sector to identify those transport interventions that are required to ensure that the freight and logistics sector can expand and reach its economic potential and will publish our findings in March 2016.

We have started an extensive programme of private sector engagement, the primary objective of which is to understand the industry's aspirations for growth, their business plans over the short to medium term, and their own assessment of the transport network's shortcomings that are preventing them from delivering on their plans.

The North's major port complexes each have major expansion plans in development or underway, and two of these – Liverpool and Teesport – have the potential to significantly increase their handling capacity. This presents a massive opportunity for the freight and logistics sector in the North. However, shipping lines will only decide to use new facilities if they can be certain that goods can be moved quickly and efficiently to national and regional distribution centres and onwards to market. TfN will also work closely with developers so that additional land can be released for large scale warehouses and distribution centres, and with planning authorities to ensure that developments gain consent and are well connected to the road, and particularly the rail, networks.

Additional capacity on the rail and road networks, and potentially greater use of our waterways, are the sorts of interventions that the Freight Study is designed to identify. The Study is being developed in a way which will allow it to dovetail with the work TfN is currently conducting on roads and rail so that its demand forecasts and conclusions can be incorporated in advance of scheme design.

<Image 6 Ports and Freight>

International Connectivity

For the North to compete as a single economy on the global stage, it is important to continue to develop our links to the rest of the world. The North has many international airports and seaports, and we need to ensure that people and goods can access them from across the country quickly and easily. We also need to encourage the development of a wider range of direct routes to more destinations, not least to the fastest growing markets such as China, India, and Brazil.

Ensuring our major ports are able to increase their strategic value to the north by improving their connectivity to international markets is an important part of our plan for our major gateways. Ensuring that appropriate infrastructure (including transport networks and port facilities) is in place, is critical.

In order to achieve these aspirations TfN will by 2016 develop a strategy to enhance our International Connectivity that supports the best use of our existing collective capacity. This will assist in the re-balancing of the UK economy and the development of the Northern Powerhouse. We will identify the most critical existing routes, and those

³ Add ref

which would best support the future growth of the North. We will then identify surface access improvements to increase the appeal of Northern Airports to both passengers and airlines, and the actions needed to support the attractiveness of northern ports for international passenger services. These key interventions will form an important part of our investment plan.

<Image 7 International Connections>

- **Strategic local connectivity**

Our strategy recognises the fundamental importance to the Northern Powerhouse of local connectivity in enabling businesses to link to each other and people to access employment opportunities across a much wider travel horizon. Local connectivity also supports a wider educational, leisure, retail and cultural offer boosting the economy and further improving quality of life. Local connectivity relies on a combination of modes and will ensure that investment in improving strategic connectivity across the North delivers benefits to all. Since March, the six city region areas have continued to develop their proposals for improving local connectivity. This work highlights that better transport is needed to open up key growth centres within each city region – including the city centres and key employment sites - and ensure that key transport hubs and corridors are easily accessible. Growth deals, and subsequent Devolution deals, have started to enable these plans to be realised for example the Greater Manchester Devolution deal has enabled the extension of the Metrolink to Trafford; the Leeds City Region Growth Deal has supported the established the £1bn West Yorkshire Plus Transport Fund, targeting key growth opportunities in the Leeds City Region and the Preston, South Ribble and Lancashire City Deal is delivering new highway infrastructure to open up large employment and housing growth opportunities in central Lancashire.

As we develop TfN to be truly representative of the North, Cheshire and Warrington, Cumbria, Lancashire, Tees Valley and York, North Yorkshire and East Riding have also started to identify issues that if resolved could significantly contribute to the Northern economy. For example, better linking up labour pools and job opportunities between Lancashire, Cheshire, Warrington and Manchester and unlocking key growth areas such as the Tees Valley Growth Corridor, Cumbria energy coast and Yorkshire's energy and potash mine plans.

As well as local areas developing their own schemes, the output of this work, by March next year, will be a number of key local strategic connectivity schemes to be developed and considered further by the TfN workstreams.

Credible Management and Analysis

In March 2015 TfN committed to review and agree the governance of Transport for the North by autumn 2015, so that it can act as a genuine representative body for the whole of the North of England, including its relationship with Rail North.

This summer, the TfN Partnership Board expanded its regional representation from the 6 original members (5 Combined Authorities together with Hull and Humber) to include political and business representatives from the four remaining sub-regions of the North (Cumbria and Lancashire, Tees Valley, North Yorkshire, and Cheshire and Warrington). Together with Government and national agency partners, the Partnership Board now truly provides a genuine representative body for the whole of the North.

To deliver these schemes requires a new way of working and a new organisation. Transport for the North has a new interim Chief Executive, David Brown, and will soon have a new Chair and team to make these plans a reality. The organisation will be set up as a statutory body by 2017 demonstrating the Government's commitment to this devolution and the North's desire to work together and speak with one voice on what will deliver the greatest economic benefit.

All of our proposals will be underpinned by our ground breaking approach to analysis including the first Northern Independent Economic Review and pan northern forecasting work. The Northern Independent Economic Review will form a key part of our overall strategic investment framework and approach to prioritisation by March 2016.

6. Conclusion and Next Steps

The Northern Powerhouse set out a vision for the North where it is a greater economic force that performs on a global stage, rebalancing the economy and creating growth, jobs and prosperity. This vision requires opportunities to be created and captured across infrastructure, skills, culture, business growth and devolution.

This report sets out the progress in delivering that vision with transport connectivity on a scale that will bring people, places and businesses closer together, spurring productivity, new relationships, enhancing exports and attracting inward investment.

The creation of a new fully funded and capable transport body to drive the agenda and manage policy, programmes and projects targeted at improving the northern transport proposition signifies a pivotal point in our journey for a better connected economy, but it is just the start.

For the opportunity to be fully realised, the North will require investment of an order of magnitude that aligns with the ambitions for growth. [Government and local partners committed £12m initially to develop the programme, and committed another £30m in this year's budget to build organisational capacity to March 2018. To fully develop and operate the organisation over the 5 year period to 2021 would require an increase of £110m.]

Major schemes of the scale of TfN take time, resource and careful planning, to develop the schemes towards hybrid bills would require between £350m - £500m over the next 5 years. With an opportunity to deliver early, commitments on smart ticketing and early capital investment would require between £150m - £250m over the period to 2021 as a starting point for the longer term commitment of between £15bn and 25bn for the programme.]

By March 2016 we will provide an update on the programme of interventions that will provide the foundations for the TfN and Northern Powerhouse and from this the future for transport will be built.

TRANSPORT EXECUTIVE BOARD – 19 NOVEMBER 2015**Rail North****FROM: Director of Transport****Summary**

- Rail North Limited is a company owned by Local Transport Authorities in the North of England to secure better local rail services. Rail North's immediate focus is the Northern and Transpennine Express Franchises which are due to commence in April 2014. These will be managed under a partnership agreement between Rail North and the Department for Transport by a new team based in Leeds.
- The new franchises provide substantial improvements to rail provision. These include more frequent trains, improvements to stations, introduction of new vehicles and extensive refurbishment of remaining trains, with complete withdrawal of 'pacer' trains which operate many services in the Sheffield City Region.
- The intention is to announce the new operators for both franchises in December 2015. This announcement will be contentious, given the prolonged campaign by the RMT Union which is opposed to possible Driver Controlled Operation of trains. It will be important to stress the positive benefits of the new franchises to the Sheffield City Region.
- All 29 Rail North Member Authorities, including the SCR Combined Authority, will need to formally agree to enter into a Members Agreement with Rail North. This defines the way that Rail North will interact with its members, and how it will be funded. This agreement has been subject to extensive consultation and SCR comments have been addressed. There is however an outstanding issue with continuation of Strategic Rail Grant which is paid to SYPTE, and which is the likely local funding source for Rail North. Government officials have confirmed continuation of grant verbally, but not yet in writing.
- Participation in managing the franchises through the Rail North/Department for Transport Partnership provides strategic opportunities and choices. The first of these relates to fares policy, and Rail North will need to take a view on whether, and to what extent, it is prepared to support higher fare increases which are linked to passenger benefit.

1. Issue

- 1.1 This paper provides an update on the current position with Rail North. Rail North is the Local Transport Authority owned company seeking better rail services in the North, to date mainly focussed on the specification and management of the Northern and Transpennine Express Franchises due to start in April 2016. This paper does not require specific decisions.

2 Recommendations

- 2.1 The Transport Executive Board is recommended to note the progress on Rail North.

3 Background Information

- 3.1 Local Transport Authorities in the North have been working together to seek better rail services and greater local involvement in the specification and management of these services for some time. Rail North is a company owned by the 29 Local Transport Authorities in the North which has been extensively involved in the specification of the Northern and Transpennine Express rail franchises due to start in April 2016. These franchises will be managed by under a partnership agreement with the Department for Transport by a team based in Leeds. Rail North has 11 Directors of which the Sheffield City Region Combined Authority (SCRCA) is one.
- 3.2 Rail North's agenda is driven by the Long Term Rail Strategy that was formally adopted in November 2014. The Strategy sets out how rail needs to develop over the next 20 years to provide a rail network with passenger and freight services that match economic aspirations. There are several ways in which the Strategy will be delivered, including the franchising process, Government policy, funding processes and by operators. An annual progress report on the Strategy has recently been approved by the Rail North Board. Planning for the next progress report is underway. Part of this will be to derive a series of metrics, which will allow progress to be tracked, and highlight areas of the Strategy that may need to be reviewed.
- 3.3 Rail North Limited was formally registered as a company in September 2014. The Rail North Director is now in place, as is the Rail Director, North of England. This role will support the Rail North/DfT Partnership that will manage the Franchises. This will be done through a Partnership Agreement signed with the Secretary of State for Transport in March 2015. An officer-led Partnership Board will oversee franchise management. Several meetings of this Board have already been held, and an independent chair will be recruited to lead the process.
- 3.4 There are a number of issues relating to Rail North that are current. These are:
 - The franchising process
 - The need for the SCRCA to formally enter into the Members Agreement with Rail North, which defined the way that Rail North is funded.
 - The strategic choices and opportunities that Rail North presents

Franchising Process

- 3.5 New franchises for Northern and Transpennine Express are due to commence operations in April 2016. Together, these franchises provide services across the North and operate more than 500 stations. The procurement process for these franchises started in 2013 and Rail North has worked with the Department for Transport throughout to ensure that the franchise specifications provide improved services with new and better trains operating more frequent services.

- 3.6 In the Sheffield City Region, the Northern franchise specification will provide a substantial peak capacity increase to Sheffield, more frequent services to Worksop and Retford, more frequent Sunday services on most routes and new and refurbished “as new” trains on all routes, and an “express” type service offering higher service quality on defined routes. All “pacer” trains will be withdrawn. The Transpennine Express franchise will offer greater seating capacity, with some enhancements to the Cleethorpes-Doncaster-Sheffield-Manchester/Airport service pattern.
- 3.7 Three bidders were invited to submit bids for each franchise. For Northern, the shortlisted bidders are Abellio, Arriva and GoVia/Keolis. For Transpennine Express, the shortlisted bidders are First Group, Keolis/GoVia and Stagecoach. All bids have been through an extensive evaluation process which considers quality and deliverability as well as cost. The successful bidders are due to be announced in December 2015.
- 3.8 The Rail, Maritime and Transport (RMT) Union has been staging a prolonged campaign to highlight possible Driver Controlled Operation on some Northern routes. Driver Controlled Operation means that the driver would operate train doors. The intention is that trains would have two members of staff, with the conductor focussing on passenger-facing duties rather than needing to open/close doors as currently. DCO does however mean that trains could operate only with a driver, e.g. if no conductor was available, however this is not intended to be normal practice. The RMT campaign is likely to intensify in the lead-up to the franchise announcement and to the start of the franchises in April 2016. The RMT has targeted the Department for Transport and Rail North partner authorities both collectively and individually with requests to pass motions condemning what the RMT sees as an attack on its members’ rights. Rail North Directors have met with the RMT on a number of occasions.
- 3.9 Rail North intends to provide extensive briefings to partner authorities in the lead-up to the franchise announcement, including suggested lines to take. The franchise announcement is likely to be arouse significant media interest, and Rail North Directors will be required to act as local spokespersons. The SCR Team will provide a local briefing so that the significant local benefits from the new franchises are clear. These will be the most significant improvements to local rail services for several years.

Members Agreement

- 3.10 The Members Agreement is the formal legal agreement that sets out how the services that Rail North will provide and the arrangements’ to support. The SCRCA has considered Rail North on a number of occasions, but it will need to take a decision to formally enter into the Members Agreement. The SCRCA has already confirmed that it wishes to be a Member of the Association of Rail North Partner Authorities (i.e. the group of 29) and has formally nominated a Director. The Members Agreement is concerned with ways of working rather than the concept of whether or not to join Rail North.
- 3.11 The Members Agreement has been developed by Rail North in consultation with Partner Authorities so that it reflects the services that need to be provided and local issues. There has also been a formal consultation on the draft agreement.

SCR Officers raised a number of issues which have been fully addressed in the final agreement. Officers will therefore recommend that the SCRCA formally enters in to the agreement.

- 3.12 The key features of the Members Agreement provide for the operation of the Rail North Board of Directors and the Association of Partner Authorities, and the matters that will be decided by each. The Members Agreement also sets out supporting structures for Rail North. There is an Officer Steering Group, made up of one officer corresponding to each Director. There is also a Partnership Board, which will manage the DfT/Rail North Partnership. The Partnership Board has seven members, three officers each from Rail North and the DfT, with an independent chair, this role has yet to be recruited.
- 3.13 The Members Agreement also defines the way that Rail North is funded. £500,000 per year will be provided from the Strategic Rail Grant allocations to the five former Passenger Transport Executive areas, split according to their size. There is also a total £36,000 annual contribution from the other Rail North Members, and a £226,000 contribution from the Department for Transport. Strategic Rail Grant is paid by Government to the each former PTE area to improve rail services. Most of the Rail Grant is paid to Northern Rail to provide services, however a small amount is retained to fund station facilities, information provision and rail development activities. SYPTTE received £1.2m in 2014/15 that is used for local improvements. The Members agreement means that part of this will be used to fund Rail North. The way that the £500,000 contribution is split between the 5 former PTE areas has not yet been finalised but will be done using an equitable matrix.
- 3.14 To date, the Government has not formally confirmed the provision of Strategic Rail Grant for 2016/17 onwards although officials have indicated verbally that this confirmation will follow. SYPTTE has several staff whose roles are funded through Strategic Rail Grant, and these roles have to be regarded as at risk until this confirmation is received, and formal redundancy processes may need to be commenced. The intention is that PTEs will receive Strategic Rail Grant for three years. After 2018/19, the proposal is that Rail North will receive all such Grant, and it will be then passed on to Member Authorities as appropriate.
- 3.15 To date, the way in which local franchise management and Rail North has not been clarified. SYPTTE currently has a role to monitor performance on local services across the South and East Yorkshire Performance Management Unit, containing Northern services in the SCR, and also extending to the Humber. SYPTTE meets regularly with the operator and Department for Transport to discuss issues and is a formal co-signatory to the franchise. To date, it is not clear to what extent Rail North wishes to carry out these roles, and whether SYPTTE's role would be limited to a consultee in the same way as Local Transport Authorities outside of former PTE areas. Clarification of local and Rail North responsibilities and arrangements will be an early task for the Rail North Director and Management Team.
- 3.16 Rail North predates the emergence of Transport for the North. There are considerable synergies, for example the direction of the Rail North Long Term Rail Strategy is very similar to the Transport for the North approach, although Rail North is mainly concerned with shorter term issues than Transport for the North.

The legal structures for Rail North and Transport for the North are similar, particularly now that the latter involves all of the North of England. In time, it is likely that Rail North will become part of Transport for the North.

The Strategic Choices and opportunities that Rail North presents

- 3.17 One of the main reasons that local transport authorities have sought devolved responsibility for rail is so that franchises are managed in the North, for the North, rather than being managed remotely by DfT officials based in London as has been the case to date. The Partnership Agreement and the new Rail North/DfT Team based in Leeds provide for local input. Greater responsibility for rail means that Rail North will need to take a view on Strategic Choices, rather than being a consultee as may have otherwise been the case.
- 3.18 Fares policy is a key area for the Partnership. At the time of issue of the Invitations to Tender for the Northern and Transpennine Express franchises in February 2015, Government policy was that the overall level of regulated fares would not increase by greater than 1% above RPI, although individual fares could be increased by up to RPI+3% provided the overall increase did not exceed RPI+1%. Current Government policy is for increases not to exceed RPI, with no flexibility for the foreseeable future. Regulated fares include season tickets and anytime single and return fares. They do not include off peak and advance fares which are set by the operator.
- 3.19 The Partnership Agreement between Rail North and DfT allows flexibility for Rail North to set its own fares policy which can differ from Government policy. There may be good reasons to increase fares at levels greater than national policy, for example to fund improvements to passengers. The Rail North Board has said it is not opposed to increases, but that the improvements need to be tangible to the route where the increase occurs, and be in place before the new fares are introduced.
- 3.20 Because Government policy on fares increases has changed since the Invitations to Tender were issued, the basis on which franchise bids have been submitted has also changed. Rail North may wish to specify an overall RPI+1% increase, for one or both franchises, which is in line with stakeholder expectations and consistent with the way that the franchises were procured. The revenue generated by the increase could be retained by Rail North to fund enhancements in line with the Partnership Agreement, such as enhanced train services or other investment for passenger benefit.
- 3.21 As noted, Government policy is currently that 'fare flexing', increases greater than RPI+1%, is not allowed. Fare flexing is not currently a matter devolved to the Partnership Board. Temporary fare flexing has been used successfully in the past. For example fares in West Yorkshire were increased by RPI+3% to part-fund additional acquisition of extra trains to increase seating capacity. The Partnership Board will need to consider whether it wishes to seek to persuade Ministers to retain the ability to flex fares.
- 3.22 Raising fares is always a contentious issue. The most recent Northern "Direct Award" franchise which has operated since 2014 has led to introduction of evening peak fare restrictions which have increased fares for some journeys. Fare flexing

has however been used to good effect to fund specific local improvements that would not otherwise have happened. Further investigation of the opportunities and implications is therefore appropriate, with decisions taken later by the Partnership Board, with the Rail North stance agreed through the Rail North Board. This will be an early priority for the new Rail North Director and the earliest date for any introduction of revised fares is January 2017. The SCR has some particularly low fares, some of which are a legacy of previous promotional offers, where increases will be locally contentious. It is therefore important that the SCR takes an informed stance on this issue including considering the views of all constituent authorities so this can be fed in to the Rail North Board when agreeing the Rail North position.

4 Implications

4.1

i. Financial

There are no financial implications arising from the recommendations of this paper. Membership of Rail North does however lead to an annual cost to the SCR, which will be a proportion of a total £500,000 annual contribution from the Rail Administration Grant paid to the five former PTE areas. The mechanism for splitting the £500,000 contribution between the five areas has not yet been finalised, but will be based on an equitable matrix approach. Continuation of Strategic Rail Grant for the next three years has yet to be formally confirmed by the Government. This lack of confirmation is a potential risk which may lead to staffing consequences.

The agreement is based on the understanding that the rail grant will continue. If the grant were not to continue, funding arrangements and geography would be subject to further discussion.

ii. Legal

The SCRCA will need to formally agree to the Members Agreement which defines its interface with Rail North. This is a matter for the Combined Authority itself.

iii. Diversity

There are no diversity implications.

iv. Equality

There are no Equality Implications

REPORT AUTHOR: Jonathan Brown
POST: Integrated Transport Manager

SCR INFRASTRUCTURE EXECUTIVE BOARD

09 OCTOBER 2015

AMP, WAVERLEY, ROTHERHAM

No.	Item	Action
1	<p><u>Welcome and Apologies</u></p> <p>Present:</p> <p><u>Board Members</u> Mayor Ros Jones - Doncaster MBC, Chair Cllr John Burrows - Chesterfield BC (for Cllr Baxter) John Mothersole - Sheffield CC Martin McKervey - Nabarro (LEP)</p> <p><u>In Attendance</u> Amy Harhoff - SCR Executive Team Neal Byers - SCR Executive Team Paul Wilson - DDDC Dave Armiger - BaDC Dave Caulfield - SCC Rob Pearson - HCA Ben Morley - SCC Julian Cosgrove - BoDC Mark Lynam - BMBC Tom Finnegan-Smith - RMBC Peter Dale - DMBC Craig Tyler - Joint Authorities Governance Unit</p> <p>Apologies were received from Neil Taylor, Michael Rich, Ed Highfield, Chris Scholey, Matt Gladstone and Steve Capes.</p>	
2	<p><u>Urgent Items and Announcements</u></p> <p>No urgent matters noted.</p>	
3	<p><u>Minutes of the Previous Meeting</u></p> <p>The minutes of the previous IEB meeting held on 3rd September were agreed to be an accurate record.</p>	
4	<p><u>Devolution</u></p>	

	<p>For the Board's benefit, mayor Jones recapped the headlines of the recent Devolution Deal announcement.</p> <p>It was confirmed this is now publically available on the sheffieldcityregion.org.uk website.</p> <p>It was reiterated that the 'deal' is currently only a proposal and needs to be subject to public and stakeholder consultation and ratification by each local authority.</p>	
5	<p><u>SCRIIP - Update and Next Steps</u></p> <p>A paper was presented to This paper updates Board Members with the progress of the SCR Integrated Infrastructure Plan.</p> <p>This paper also requested that the board discuss a number of key issues relating to the content development of the IIP, including the focus of the plan, the early work around a commissioning model, possible considerations for signature priorities and the work around spatial areas.</p> <p>Members were advised that the plan is in 'early production' and drafts are being shared with the Infrastructure Development Group.</p> <p>Members were provided with the full version of the current draft.</p> <p>It was noted that comments on the current draft are being sought until 16th October.</p> <p>Commenting on the current draft, members suggested / questioned:</p> <ul style="list-style-type: none"> • How does the SCRIP align with the new devolution ambition to devise a strategic spatial plan for the SCR? • It is good that the SCRIP recognises the importance of housing numbers and comments on the need for 'better places' rather than just more infrastructure. • Other CA's plans have timescales well beyond the SCRIP's 10 year framework, should our plan do similar? • The Integrated Interventions section appears to be the least played out. • The 'signature interventions' don't seem to be informed by any evidence or analysis, where have they come from? • The SCRIP needs a genuine sense of vision and needs to be outwardly focussed to entice national and international investors. • In presentational terms, the SCRIP might need different versions for different audiences <p>Decisions made:</p> <p>That the Board Members:</p>	ALL

	<ul style="list-style-type: none"> • Note the key issues around the proposed timescales to completion of the plan, the general flow of the document (summarised in Section 3.3/3.4) and the proposed option for marketing the plan and infrastructure ‘summit’ (section 5) scheduled for January 2016. • Agree to defer matters of detail and content to the Infrastructure Development group between now and the next IEB in November 2015, at which point a dedication session will be given to the IEB • Note that as with the SEP and devolution, that the document will be SCR branded, acknowledging ARUP as a drafting partner. 	
6	<p><u>CIAT Recommendations for SCRIF Schemes</u></p> <p>A paper was received setting out the recommendation of the CIAT for: Lower Don Valley Stage 1A, Sheffield City Centre University of Sheffield Campus phase 1 Stage 2 and Chesterfield Waterside full approval.</p> <p>Cllr Burrows declared an interest in the Chesterfield Waterside project and took no part in the decision on this scheme.</p> <p>Regarding the A630 widening scheme it was confirmed that the project is being developed in partnership with Highways England. The group considered whether Highways England should therefore be contributing more to the cost. Tom agreed to raise this matter with Highways England</p> <p>Decisions made:</p> <p>That the Board Members:</p> <ul style="list-style-type: none"> • Agree the recommendation on the Lower Don Valley, A630 Parkway widening to progress to Stage 1B. • Agree the recommendation on the Sheffield City Centre University of Sheffield Campus phase 1 to progress to Stage 3. • Agree the recommendation on the Chesterfield Waterside to progress to full approval, subject to provision of a revised scheme appraisal. 	TFS
7	<p><u>SCRIF Programme Update and Recommendations</u></p> <p>A paper was presented to provide Members with an update on the current SCRIF programme and to set out a number of options to manage the programme.</p> <p>It was confirmed that the SCC Knowledge Gateway has experienced delays but the business case will be presented by the expected</p>	

	<p>timescale.</p> <p>It was noted that at the last meeting of the IEB a number of options were presented for managing slippage. Further investigation of the options has indicated that the most viable solution is to consider a loan to the Urban Development Fund of up to £10million for a period of three years. A summary of the Urban Development Fund was provided at Appendix A to the report). It is suggested that this would help to achieve the following:</p> <ul style="list-style-type: none"> • Focus on ‘above ground’ development, an issue identified by partners as a challenge for SCR to attract businesses • Potential to link to ambitions at Enterprise Zones, accelerating take-up of key sites • It would ensure the defrayal of the funds, demonstrating that SCR can deliver and work flexibly <p>The group agreed there was a need for an overarching Investment Strategy and also a Risk Mitigation Strategy and asked that this work be led by the SCR Directors of Finance (DoF) Group. John M offered to engage the DoF group in respect of this requirement.</p> <p>Regarding headroom, which currently amounts to c£11m, it was noted that the results of the mini-commission are awaited to inform which schemes will be proposed for progression. It was agreed that both GVA uplift and deliverability need to be given appropriate consideration when prioritising schemes.</p> <p>Decisions made:</p> <p>That the Board Members:</p> <ul style="list-style-type: none"> • Note the current programme update, risks and exception reports • Agree that the SCR Urban Development Fund is given conditional approval for £10million loan from the Local Growth Fund, subject to the presentation of an agreed investment strategy to the board • Note the initial outcome of the Mini Commission testing to agree the next steps to bringing further schemes into the programme. • Will be presented with the draft new commissioned strategies (Investment Strategy and also a Risk Mitigation Strategy) at a future meeting TBC. 	<p>JM</p>
<p>8</p>	<p><u>JESSICA Update</u></p> <p>A paper was presented to provide an update of progress in respect of the SCR JESSICA and Growing Places Fund and outlines options for future activity.</p> <p>Members were reminded that the SCR JESSICA was established at the end of 2012 and launched in April 2013 as an investment fund to</p>	

	<p>provide loans, equity investment and guarantees to commercial developments in South Yorkshire. The £23m fund has been capitalised with £8.1m Growing Places Fund and £15m ERDF from the South Yorkshire programme. The provision of ERDF means the Fund has to operate within strict regulations applied to Urban Development Funds that impact upon governance and the Investment Strategy. Sheffield City Council put in place the structure for the JESSICA which involved the establishment of a Limited Partnership, the creation of the General Partner and procurement of the Fund Manager – CBRE.</p> <p>Decision made</p> <p>That the Board Members:</p> <ul style="list-style-type: none"> • Note the contents of the report 	
9	<p><u>SUD Review</u></p> <p>A paper was presented to provide an update of progress in respect of the ESIF supported Sustainable Urban Development (SUD).</p> <p>Members were advised that the SUD is looking to provide over £7m ERDF funding to low carbon based projects in South Yorkshire (not SCR).</p> <p>It was confirmed the Infrastructure Executive Board has been provided delegated powers from the Combined Authority to formally appraise SUD projects and either approve or reject.</p>	
10	<p><u>Review of Decisions</u></p> <p>Members noted that a record of the decisions made by the Board will be presented to senior officers for endorsement ahead of ratification by the Combined Authority.</p>	
11	<p><u>Date of Next Meeting</u></p> <p>As part of the new meeting cycle, dates of future meetings were confirmed as:</p> <ul style="list-style-type: none"> • 20th November, 2015 • 15th January, 2016 • 26th February, 2016 • 22nd April, 2016 • 3rd June, 2016 • 15th July, 2016 • 26th August, 2016 <p>Future meetings to be held at the AMP, Waverley, Rotherham and will start at 10am</p>	

SHEFFIELD CITY REGION COMBINED AUTHORITY

TRANSPORT COMMITTEE

12 OCTOBER 2015



PRESENT: Councillor Councillor J Blackham (Chair)
Councillors: T Fox (Vice-Chair), I Auckland, J Burrows,
S Cox, T Downing, M Godfrey, A Law, D Lelliott, B Mordue,
D Pidwell, D Leech, R Miller and G Weatherall

Officers: S Croshaw, S Davenport, T Finnegan-Smith, N Firth,
A Frosdick, K Platts, C Tyler, S Ward and I Wilson

Apologies for absence were received from Councillors

1 APOLOGIES

Members' apologies were noted as above.

2 ANNOUNCEMENTS

S Davenport informed Members of DfT's announcement that the Midland Main Line electrification project is due to restart, albeit disappointingly noting the work is now planned for 3 years later than originally intended (2019-23).

It was confirmed that various deputations are being made to DfT to ask them to reconsider these timescales.

3 URGENT ITEMS

No urgent items noted.

4 ITEMS TO BE CONSIDERED IN THE ABSENCE OF THE PUBLIC AND PRESS

None.

5 DECLARATIONS OF INTEREST BY INDIVIDUAL MEMBERS IN RELATION TO ANY ITEM OF BUSINESS ON THE AGENDA

None noted.

6 REPORTS FROM AND QUESTIONS BY MEMBERS

None received.

7 RECEIPT OF PETITIONS

Members were informed of the receipt of 2 petitions which are in relation to the recent Have Your Say consultation.

A 42 signature petition has been received from the Freedom Riders and is entitled 'no cuts in concessionary fares and no cuts in bus services, and a 365 signature petition has been received from TUC against Cuts and similarly opposes cuts to concessionary travel.

It was confirmed that both petitions will be taken account of as part of the 2016/17 budget setting process.

8 MINUTES OF THE MEETING HELD ON 1ST SEPTEMBER 2015

Members were presented with the minutes of the previous meeting.

At item 11 - Devolution Deal: Sheffield, it was agreed that the phase '*the consultation ran for 4 working weeks not the suggested 3*', should be rephrased '*the consultation ran for 4 working weeks*'.

RESOLVED, that, with the above amendment, the minutes of the previous Transport Committee meeting held on 1st September are agreed to be an accurate record.

9 SMARTCARD TICKETING

A report was presented to brief Members on the significant progress achieved in delivering 'Smart' ticketing within South Yorkshire and to seek approval to move to making operator reimbursements using smart data for English National Concessionary Travel Scheme (ENCTS) travel and the introduction of a £2.00 charge for supplying customers with a Smartcard.

The report explained smart ticketing in detail and expounded the envisaged strategy for smart ticketing in South Yorkshire.

Cllr Auckland asked if, at £2, the smart card was being provided at cost. It was confirmed this is the case. The £2 covers the costs of card acquisition, enabling and issuing and has no profit margin factored in.

Cllr Fox noted the strategy must be clear what we want smart ticketing for if we are to understand how far away we are from delivering that ambition.

The Committee Members discussed the various complexities involved with not having a TfL type single franchise arrangement across the entire geography under consideration, such as multiple operators with different on-board ticketing equipment, with different prices and pricing structures and covering different geographies.

Cllr Auckland noted his expectation that lessons will have been learnt from the previous Yorcard venture.

Members acknowledged the work officers have done to date and recognised that further work was required to ensure meaningful discussion can take place between all parties in moving the project forward.

RESOLVED, that the Committee Members:

1. Note the progress in rolling out Smartcard ticketing and endorse the next steps.
2. Approve the move to smart reimbursement of ENCTS travel from a date to be determined this financial year.
3. Approve the introduction of a charge for new Smartcards (to be initially set at £2) issued by SYPTE, to come into effect when grant-funded card stocks expire, in the absence of cards being fully subsidised through alternative funding. This is to encourage customers to reuse their Smartcards and minimise costs to the public purse and avoid the cost being incorporated into ticket product prices.

10 ROTHERHAM CONNECTIVITY STUDY

A report was presented regarding the findings of the Rotherham Rail Connectivity Study and to set out the next steps proposed to deliver the preferred solution. A copy of the Executive Summary of the study was also presented.

Members were asked to note that there has been a long standing concern within SYPTE and Rotherham Metropolitan Borough Council (RMBC) that the level of train service for Rotherham is insufficient to meet the economic and regeneration aspirations of the town. As a consequence, in September 2014, SYPTE appointed Consultants to carry out a study into improving Rotherham's rail connectivity.

It was noted that through benchmarking, it has been identified that Rotherham's economy is not as strong as comparable centres and its rail connectivity is not as good. Improvements are needed to provide the level of connectivity set out in Rail North's Long Term Rail Strategy.

The Study has therefore examined a number of options for improving connectivity and concluded that the desired connectivity cannot be provided using the existing infrastructure via Rotherham Central. It has also found that none of the options for upgrading this route represent value for money. It is likely that the best option for improving connectivity will be a new station on the route avoiding Rotherham Central, probably at Parkgate.

It was noted that SYPTE will progress the study towards implementation through setting up a Project Team to carry out the next steps.

Members acknowledged the specific requirements of Rotherham, and the ability to tie this work into other planned local improvements such as tram-train.

RESOLVED, that the Transport Committee Members:

1. Note the findings of the Rotherham Rail Connectivity Study

2. Note that the next steps associated with this work will be led by a SYPTTE Project team with support from the SCR Executive Team.

CHAIR