

# Public Document Pack

**Sheffield**  
**City Region**

COMBINED  
AUTHORITY

## TRANSPORT EXECUTIVE BOARD

Date: Tuesday 23 February 2016

Venue: the AMP Technology Centre, Waverley, Rotherham, S60 5WG

Time: 12:30pm

### AGENDA

Item	Subject	Method	Speaker	Page
1	Welcome and Apologies	Verbal	Chair	
2	Minutes & Actions of the Previous Meeting	Paper	Chair	1 - 8
3	Declarations of Interest	Verbal	All	
4	Urgent Items / Announcements	Verbal	All	
	<b><u>Governance</u></b>			
5	TEB Membership	Verbal	Chair	
	<b><u>Business Items</u></b>			
6	Business Plan 16/17	Paper	J Hurley	9 - 42
7	Gainshare Proposal	Paper	J Hurley	43 - 46
	<b><u>External Projects</u></b>			
	Projects:			
	- Transport for the North - J Hurley			
	- Tran-Pennine Tunnel - J Hurley			
	- Rail North - Julie Hurley			
	- Key SCRIP findings/recommendations - Dave Allatt / Amy Harhoff			
8		Papers and Slides		47 - 60

### **SCR Transport, Infrastructure and Planning**

Item	Subject	Method	Speaker	Page
<b><u>Minutes</u></b>				
9.1	Infrastructure Executive Board 150116			61 - 68
9.2	Transport Committee 180116			69 - 76
9.3	HS2 Programme Board 26th Nov & 18th Feb	Verbal	J Hurley	
<b><u>Actions and Forward Planning</u></b>				
10.1	Agree Actions	Verbal	Chair	
10.2	Agree any items for Combined Authority Meeting 14th March 2016	Verbal	Chair	
10.3	AOB			

## SCR TRANSPORT EXECUTIVE BOARD

14<sup>th</sup> JANUARY 2016

SHEFFIELD TOWN HALL

No.	Item	Action
1	<p><b><u>Welcome and Apologies</u></b></p> <p>Present:</p> <p><u>Board Members</u>            Cllr Julie Dore, SCC - CHAIR            Diana Terris, BMBC</p> <p>Apologies were received from Board Members Neil Taylor (BaDC),            Cllr Ann Syrett (BoDC) and Martin McKervey (Nabarro / LEP)</p> <p><u>In Attendance / Advisory Members</u>            Matt Gladstone, BMBC            Peter Dale, DMBC            Tom Finnegan-Smith, RMBC            Simon Green, SCC            Mike Ashworth, DCC            Neil Hodgson, NCC            Steve Edwards, SYPTE            David Phillips, SCC            Julie Hurley, SCR Executive Team            David Allatt, SCR Executive Team            Neal Byers, SCR Executive Team            Chloe Shepherd, SCR Executive Team            Craig Tyler, Joint Authorities Governance Unit</p>	
2	<p><b><u>Minutes of the Previous Meeting</u></b></p> <p>The minutes of the previous meeting held on 19<sup>th</sup> November were agreed to be an accurate record.</p> <p>The Chair again noted concerns regarding the proposal of Paul Lynch (Stagecoach) to the Board as a private sector member suggesting this is a clear conflict of interest.</p> <p>It was agreed to request an alternate private sector LEP representative.</p> <p><b>Action: Julie H to address with the LEP and seek an alternate</b></p>	

	<p><b>nomination.</b></p> <p>All actions in the minutes were noted as complete.</p>	
3	<p><b><u>Declarations of Interest</u></b></p> <p>No declarations of interest relating to the business to be transacted on today's agenda were noted.</p>	
4	<p><b><u>Urgent Items / Announcements</u></b></p> <p>No urgent items or announcements were noted.</p>	
5	<p><b><u>TEB Membership</u></b></p> <p>In addition to the private sector representation issue (see item 2) the group was informed that Neil Taylor has indicated he is struggling to make TEB meetings given a significant number of competing priorities. It was suggested that this matter may be considered at the SCR Chief Executives' meeting.</p>	
6	<p><b><u>TEB Business Plan 2016/17</u></b></p> <p>The Board was presented with the draft 2016/17 Business Plan, setting out intended key investments, milestones, outputs and outcomes, risks and resource requirements for the forthcoming year.</p> <p>It was noted that the Plan aligns with other thematic plans</p> <p>The Board acknowledged the importance of adequate transport modelling to ensure the correct schemes are progressed. However, the significant costs associated with this work were noted.</p> <p>It was suggested the Plan needs to cite more evidence of intended delivery on the ground as well as intended policy outcomes. It was noted this information is contained across a number of delivery programmes and could be collated to provide a holistic picture of delivery.</p> <p>It was suggested that further information is needed to report on which groups and stakeholders are being engaged to inform the Plan's development.</p> <p><b>Action: Julie H to provide</b></p> <p>It was noted that the Plan will contain a detailed section on key investments. This section is in development and more information will be included in the next draft to be presented to the next TEB meeting.</p> <p>It was suggested the Plan needs to demonstrate stronger links to how it supports the SCRIP.</p>	

	<p><b>Action: ALL to provide further feedback by 12<sup>th</sup> February to ensure comments can be captured in the next draft.</b></p>	
<p>7</p>	<p><b><u>Gainshare Priority Setting</u></b></p> <p>A presentation was provided introducing the Board to the concept of Gainshare, this being the £30m x 30 year additional funding allocation which is being negotiated with Government.</p> <p>It was noted that Gainshare is a substantive element of what is now termed ‘the single pot’ that being the aggregation of Gainshare, previously agreed local growth deals and a ‘share of national programmes (totalling c. £1.25bn for the SCR).</p> <p>Members were informed that each Board is being invited to assess its priorities and consider how it wants to work up its own proposals for what schemes might be funded from Gainshare. This is in addition to a number of other stakeholder exercises which will inform the investment programme. It was noted that overarching conditions of eligibility have been determined to be:</p> <ul style="list-style-type: none"> <li>• Overall fit with the ambition and objectives of the SEP</li> <li>• Deliverability</li> <li>• Scalability</li> </ul> <p>Workshops are to be arranged for February / March to bring these workstreams together. Dates are to be confirmed in due course.</p> <p>It was noted that the size of the ‘share of national funding streams’ is still to be quantified but is expected to be significant subject to the ratification of the deal and further discussions with government departments.</p> <p>It was agreed that the key objective for each Board is therefore to secure its share of the devolution deal for programmes to deliver key thematic objectives through the development of a deliverable, scalable, realistic programme of investments that can start delivering from 1<sup>st</sup> April 2016.</p> <p>This information will be collated and presented to a Leaders workshop to be scheduled for late February / early March, at which the potential priorities being proposed by the Executive Boards will be given formal consideration.</p> <p>The Board was asked to be mindful that the Gainshare funding is also predicated on the 9 SCR districts’ full councils ratifying the Devolution Deal.</p> <p>Consideration was given to how the overlap with the Infrastructure Executive Board should be managed. It was suggested that 1 solution might be for the 2 Boards to submit a single ask.</p> <p><b>Action: All to keep engaged with the process and continue to feedback suggestions</b></p>	

	<p><b>Action: Julie H to present the latest iteration of the TEB Gainshare proposal, aligned to the updated Business Plan, to the next meeting.</b></p>	
8	<p><b><u>Social Inclusion</u></b></p> <p>The group was introduced to work being led by the Social Inclusion and Equalities Board to devise a Social Inclusion Framework for the SCR and the SEP.</p> <p>It was noted that this work has commenced in respect of the CA's intention to not lose sight of the underpinning need to increase social inclusion whilst progressing ambitions for economic growth.</p> <p>It was noted that Executive Boards are currently being asked to comment on the proposed key objectives:</p> <ul style="list-style-type: none"> <li>• More people in employment and paid a living wage,</li> <li>• More people in work taking up training opportunities and progressing in work</li> <li>• More people living in affordable and decent quality homes</li> </ul> <p>The TEB members were therefore asked to consider how the transport theme might accord with this ambition and how that might equate into additional objectives.</p> <p>The Social Inclusion and Equality Board's ambition to see its work embedded in the delivery activities and programmes under all thematic areas was noted.</p> <p>Considering this matter, the Board noted the importance of public transport being affordable and accessible by all commuters irrespective of characteristic or geography.</p> <p><b>Action: Julie D, Julie H and Diana to convene to discuss transport related - social inclusion alignments in more detail.</b></p>	
9	<p><b><u>Bus Franchising</u></b></p> <p>A report was received to inform the Board of the powers in the Buses Bill, to outline the background to bus devolution and to seek support for the Market Review work.</p> <p>It was noted that lessons learnt from South Yorkshire's past and current involvement with franchising models are being taken into consideration as the potential new powers are assessed.</p> <p><b>Action: Chloe to ensure the draft response is shared with TEB members prior to submission</b></p> <p><b>Action: ALL to comment accordingly</b></p>	

	<p>Reasons for the need to engage consultancy support for conducting the market review were noted. It was confirmed this is being funded from existing budgets</p> <p><b>RESOLVED, that the Board members note the background to bus devolution; approve the undertaking of work to determine the best service delivery model for buses in the SCR and approve the appointment of consultancy support to conduct the Market Review</b></p>	
10	<p><b><u>Network Rail Shaw Trust Report – Post Submission</u></b></p> <p>A paper was presented on SCR response to the Network Rail Shaw Report, Scoping Consultation, submitted to Network Rail on 23 December, following delegated sign-off by the Chair of TEB.</p> <p>It was noted that feedback is awaited.</p> <p>It was noted that a previous growth deal had confirmed that the SCR would enjoy a ‘special relationship’ with Network Rail (and Highways Agency). This should therefore act as a basis to ‘call in’ national agencies to discuss specific matters and seek general reassurances that they are going to deliver on all their promises.</p> <p><b>RESOLVED, that the Board notes the contents of the response.</b></p>	
11	<p><b><u>National Infrastructure Commission – Call for Evidence Post Submission</u></b></p> <p>The Board was advised of work underway to comply with the requests of the Commission for evidence.</p> <p>The Board agreed that all responses to consultations should be shared and co-ordinated where possible to avoid any unnecessary contradictions.</p>	
12	<p><b><u>Government Statement on HS2 / Command Paper</u></b></p> <p>A paper was presented summarising the key issues from the HS2 Command Paper, published on 30 November 2015.</p> <p><b>RESOLVED, that the Board notes the content of the report</b></p>	
13	<p><b><u>Autumn Statement</u></b></p> <p>A report was presented to note the key announcements from the Government’s Spending Review and Autumn Statement and their potential impact on the SCR. The report first summarised the announcements overall and then focused on transport.</p> <p><b>RESOLVED, that the Board notes the content of the report</b></p>	
14	<p><b><u>CVT Update – Funding Bid Submission</u></b></p>	

	<p>The Board was informed that the SCR was successful in its bid for £500k from the DfT's Clean Bus Technology Fund. This will be used to retrofit buses on the 51/52 route in Sheffield to reduce emissions and pollutants.</p>	
<b>14.1</b>	<p><b><u>Transport for the North</u></b></p> <p>A report was presented to provide an update to the Transport Executive Board (TEB) on the progress of the Transport for the North (TfN) project.</p> <p><b>RESOLVED, that the Board members:</b></p> <ul style="list-style-type: none"> <li>• <b>Note the appointment of the TfN Independent Chair.</b></li> <li>• <b>Note the communication plan with SCR partners.</b></li> <li>• <b>Note the publication of the TfN Autumn Report.</b></li> <li>• <b>Note the implications of the Spending Review on the TfN Programme.</b></li> <li>• <b>Note the publication of the Trans-Pennine Tunnel Study.</b></li> <li>• <b>Note the progress being made on the Northern Powerhouse Rail Workstream.</b></li> <li>• <b>Note the completion of the Northern Freight and Logistics Strategy Baseline Report.</b></li> <li>• <b>Note that TfN is providing a joint partner response to the National Infrastructure Commission Call for Evidence.</b></li> </ul>	
<b>14.2</b>	<p><b><u>Rail North Update</u></b></p> <p>Members were advised key matters relating to the Rail North initiative.</p> <p>It was noted that PTEs are no longer co-signatories.</p>	
<b>15</b>	<p><b><u>Infrastructure Update Plan</u></b></p> <p>It was noted that a detailed update will be presented to the next meeting.</p>	
<b>16</b>	<p><b><u>Infrastructure Executive Board</u></b></p> <p>The minutes of the last meeting of the Infrastructure Executive Board were presented for information.</p>	
<b>16.1</b>	<p><b><u>Draft Transport Committee Minutes</u></b></p> <p>The minutes of the last meeting of the Transport Committee were presented for information.</p>	
<b>17</b>	<p><b><u>HS2 Programme Board</u></b></p>	



	<p>It was noted that the minutes of the last meeting of the Board were not available at the time of publication. These will be presented in due course.</p>	
18	<p><b><u>Any Other Business</u></b></p> <p>i. <u>Urban Engine</u>  The Board was provided with information regarding the initiative and considered whether the Chair might sign a letter confirming SCR's willingness to engage with a study into transport provision (at no cost to the SCR).</p> <p><b>RESOLVED, that the Chair will sign and submit a letter of submission.</b></p>	
19	<p><b><u>Date of Next Meeting</u></b></p> <p>25<sup>th</sup> February, 2.00pm at Sheffield Town Hall</p>	

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FOR RECOMMENDATION

**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**23 FEBRUARY 2016**

**TRANSPORT EXECUTIVE BOARD 2016/17 BUSINESS PLAN**

**This paper recommends the draft 2016/17 Sheffield City Region (SCR) Transport Executive Board (TEB) Business Plan for submission to the CA. The Business Plan has been developed with guidance from the TEB and from senior LA officers.**

**The business plan breaks into two key areas – Delivery and Strategy & Policy. Delivery of key local programmes such as the Sustainable Transport Exemplar Programme (STEP) is important. In parallel we must support strategy development to ensure SCR benefits from key national programmes such as Transport for the North.**

**The draft Business Plan is attached as Appendix A. At the time of writing the plan reflects the outcome of discussions with SCR Local Authorities. Note that a separate session is scheduled for 15 February with Executive Directors (the earliest availability). Any resultant changes will be communicated at the meeting.**

**1. Issue**

1.1. This report presents the draft 2016/17 TEB Business Plan.

**2. Recommendations**

2.1. The TEB for submission to the SCR CA the draft 2016/17 TEB Business plan to be ratified as part of the SCR Delivery Plan 16/17.

**3. Background Information**

3.1. Draft Business Plans for 2016/17 have been completed for each of the 5 SCR Executive Boards. The Business Plans will support the development of an abridged cross cutting / Corporate Business Plan to include programme management, marketing, economic analysis, assurance, evaluation and administrative capacity.

3.2. The Business Plan draft has been developed to:

- Inform development of the SCR 2016/17 Capital and Revenue Programme
- Enable us to develop a SCR Corporate business plan for the Local Enterprise Partnership (LEP) and CA, open to scrutiny internally by the Overview and Scrutiny Committee and wider audit / partners.

- 3.3. All Executive Board Business Plans have been developed based on a standardised template. The proposed key activities of the Board that are included in the Business Plan are set out below:

Type	Work area	Current Activity
<b>DELIVERY</b>	<b>Sustainable Transport Exemplar Programme (STEP)</b>	Deliver the Sustainable Transport Programme aligning investment in capital and revenue activity. Building on this initial programme through devolution to deliver a targeted action plan for sustainable transport
<b>STRATEGY AND POLICY</b>	<b>Transport for the North</b>	A wide ranging, Pan-Northern, project that seeks to provide the Northern Powerhouse with transformation investment in City to City connectivity
	<b>High Speed Rail</b>	Led by the HS2 Programme Board to develop the case for HS2 in SCR
	<b>Devolution Deal –transport</b>	Drive forward the agreed components of the SCR devolution deal according to the evidence and level of political support.
	<b>Strategic Rail</b>	Support the timely delivery of key Network Rail projects and studies.
	<b>Air Quality</b>	Preparation of bids to the Office of Low Emission Vehicles and DfT to secure investment in the bus fleet to reduce emissions
	<b>SCR Transport Strategy and Vision</b>	Progress a refreshed and agreed SCR Transport Strategy that reflects recent opportunities and joins together other transport workstreams with a common vision for improving connectivity. This includes setting the policy direction of the SYPTE
	<b>Modelling</b>	Develop and implement the SCR modelling strategy, ensuring that interventions can be properly tested based on robust evidence. This includes ensuring technical tools are suitably up to date.

- 3.4. There are a number of cross-cutting work streams relevant to other Executive Boards and these links will be flagged up in the integrated business plan. As previously agreed, there will be close communication with other Boards, particularly the Infrastructure Executive Board.
- 3.5. The plan has been developed with input from Local Authority Colleagues. Feedback from South Yorkshire Executive Directors will take place on the 15 February on the plan and a verbal update will be given at the TEB meeting if there are any items of substance to report from the comments received.
- 3.6. A risk register as been produced (Appendix B) setting out how TEB risks will be mitigated in more detail. This register will be presented to the TEB on a regular basis to ensure effective management of the risks.

#### Key Milestones and Next Steps

- Draft Business Plans to go to appropriate Executive Boards in February for approval
- Final full draft of Exec Board Business Plan (with the additional longer term plan, aspirations, stakeholder sections) - March Exec Board
- CA approve final programme - 16/17 May 2016

#### **4. Implications**

i. Financial

Please refer to the Business Plan Appendix

ii. Legal

iii. Diversity

iv. Equality

**REPORT AUTHOR  
POST**

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

Other sources and references:

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# Sheffield City Region Transport Executive Board DRAFT Business Plan: 2016/17

## Contents

1. Key investments in 2016/17
2. What are the key milestones in 2016/17
3. What outputs and outcomes will be delivered in 2016/17?
4. What are the risks and how will we mitigate them?
5. What are the resource requirements?

# 1. What are our key investments in 2016/17?

This section outlines key investments in 2016/17.

## 1.1 Supporting strategic objectives

*Our key focus this year is securing commitment to transformational transport connectivity through major national programmes, and putting in place the strategic framework and delivery approach for future local transport investment.*

Transport is a key cross cutting component of the SEP and a key facilitator of jobs and growth which is often linked to large numbers of jobs as a key enabler. The SCR TEB constitutes a diverse set of actions linked to a transformative and unprecedented time in the transport sector. The Transport Business Plan is fundamentally split into two key areas of activity:

- **Delivery:** Delivery of funded local transport programmes within SCR control.
- **Strategy and Policy:** Preparation for transformational future programmes
  - Influencing national agencies on key external infrastructure projects such as High Speed Rail and Transport for the North
  - Refreshing the SCR Transport Strategy to reflect transport priorities and current transport landscape.

### Objectives

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

Our allocated resources will extract maximum value from the SCR's active participation in 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, to key growth locations and to other parts of the UK and abroad, 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 further explore the options associated with the SCR devolution deal.

## 1.2 Investments supporting operational objectives

The list below highlights the diversity and significance of the investment that will be directed at the SCR transport sector over the plan period. The TEB will be responsible for shaping the following key activities.

### STRATEGY AND POLICY

#### National Infrastructure Projects

- **Transport for the North**
  - TfN will be investing £12.5M in the development of multi-modal connectivity enhancements across the North, there is a considerable policy remit for SCR to influence this work and be an advocate for a strong proportion for investment within the SCR that will benefit our economy. In total Government will spend £13bn on Transport for the North infrastructure this parliament, SCR are at the heart of shaping this work as one of the five core city regions within the Northern Powerhouse



SCR will seek to influence and resource the delivery of the Northern Transport Strategy (2016), to ensure that the SCR priorities are reflected in the TfN priorities to gain the maximum amount of available funding.

- SCR will identify and sponsor a major TfN workstream as part of revised TfN governance arrangements.
- SCR will be the Accountable Body for TfN until TfN becomes a statutory body in 2017.
- **High Speed Rail**
  - Through further development of connectivity packages connecting urban centres and key growth locations throughout the Sheffield City Region thereby ensuring that the SCR is in the best position possible before and after an autumn announcement on route and stations by government.
  - Explore and discuss funding opportunities with HS2 Ltd and Department for Transport
  - Negotiating the requirements for the Hybrid Bill preparation
  - Input into HS2 East, ensuring the eastern leg of the HS2 route is strongly supported by partners along the route

### **SCR Transformational Projects**

- **Devolution Deal<sup>1</sup>**
  - Developing the principles agreed in the Devolution Deal
  - Establishing the opportunities, benefits and risks of implementing each of the Deal components
    - Bus franchising
    - Control of local key route network
    - Devolved planning powers (Transport and Works Act)
- **SCR Transport Strategy and Vision Development**
  - Refreshing the SCR Transport Strategy to reflect recent opportunities, joining together other transport and economy workstreams with a common vision for improving connectivity
  - Through the refreshed Transport Strategy set policy direction that reflects the changing transport environment in terms of governance and funding
  - Set the policy direction for SYPTTE to shape its Business Plan and budget
- **Strategic Rail**
  - Through engagement with Rail North Ltd, development of a Rail Plan that sets out our ambitions for rail in the SCR through the existing franchises.

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<sup>1</sup> Transport is one of five key areas within the Devolution Deal, covering arrange of activity from the Bus Franchising to the consolidation and management of devolved transport budgets.

- Influencing investment on the Midland Mainline, East Coast Mainline and Trans Pennine routes.

## **DELIVERY**

### **SCR Enabling Projects**

- **Sustainable and Inclusive Transport**

- Delivering the Sustainable Transport Exemplar Programme (STEP) to enhance sustainable travel options in SCR, aligning investment in capital and revenue activity
- Given that revenue funding has ceased on Local Sustainable Transport Fund activity, the SCR will look to bid for future funding to support this type of activity as funding options become available
- Investigating opportunities through devolution to deliver a targeted cycling action plan and public transport action plan

- **Environmental Sustainability**

- 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

- **Local Transport Plan and Highways Maintenance**

- The TEB will be responsible for overseeing delivery of the Local Transport Plan (LTP) and highways maintenance pot (currently delivered by the Transport Committee) and any other successful funding bids.

## 2. What are our key Milestones in 2016/17?

Theme	Milestones 2016/17												
	Apr 16	May 16	June 16	July 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	March 17	
<b>STRATEGY AND POLICY</b>													
Transport for the North	Northern Transport Strategy Published	Support/Influence Programme and Strategic Assessment Framework development											
	Influence rail sequence 2 outputs and check technical work against SCR demand							Influence the next stage of rail sequence workstream. Support Network Rail and HS2 as required to progress to delivery					
	Strategic Local connectivity scheme options complete	Develop detail of schemes and influence TfN to secure future delivery											
	Consultation on TP Tunnel Option												
	TP Tunnel Business Case Development and publication							Respond to queries and support Government decision					
High Speed Rail	Feedback into HS1\HS2 study undertaken by Pteg/TfL.	Commence connectivity discussions with DfT and HS2						Communicate SCR requirements to DfT	Govt Phase 2 announcement (potential)	Govt Phase 2 announcement (potential)			
Strategic Roads	SCR respond to HE Consultation on Road Investment Strategy 2	A57/A628 Trans-Pennine Route Study outcomes										Development of MOU with Highways England	
Strategic Rail	Start of new Northern and Transpennine Franchise	Update SCR Rail Plan	Various Rail Network Study completion dates (TBC)	HLOS for Control Period 6 (TBC)									

Theme	Milestones 2016/17											
	Apr 16	May 16	June 16	July 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	March 17
SYPTE Policy Position	Determine SYPTE Policy to shape SYPTE Business Plan											
SCR Transport Strategy				Internal SCR consultation	Draft public consultation document agreed	Public consultation	Public consultation response	TEB Sign off	CA Sign off	Publish		
SCR Modelling Strategy		SCR Mandate approved		Outline Business Case Approved		Final Business Case Approved	SCR Award Approved	Delivery				
Bus Franchising	Scoping note and Mandate to explore options	Business Case for Franchising						Recommendation to TEB to seek approval from CA to begin the implementation of the preferred delivery model				
Devolution Deal – Highways ‘Key Route’ Powers	TEB consideration of the Local Highway Authorities and Highways England views alongside the priorities for the Combined Authority		Key Route network map			Further consultation with partners			Recommendation to CA on the proposed Key Route Network and associated collaboration agreement			
Devolution Deal – Infrastructure			Review of powers			Presentation of						

Theme	Milestones 2016/17											
	Apr 16	May 16	June 16	July 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	March 17
Local Planning Powers			with legal advice to confirm the extent of the opportunity			the options for further consideration						

DELIVERY												
Sustainable Transport Exemplar Programme												
Meadowhall P&R Extension (PTE)	Implementation (completion April 2017)											
Chesterfield Road Key Route (PTE)	Implementation											Completion
Trans Pennine Trail Enhancements (DMBC)	Delivery: Scheme commenced implementation in August 15 and will be complete November 2017											
Doncaster Town Centre Cycle Connections (DMBC)	Scheme Design	Implementation (completion March 2018)										
Cycle Routes Lower Don Valley (RMBC)	Implementation											Completion
Rotherham Town Centre Cycle and Ped Access	Implementation (commenced September 2015)											Completion

Theme	Milestones 2016/17											
	Apr 16	May 16	June 16	July 16	Aug 16	Sept 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	March 17
(RMBC)												
Cycle Routes Lower Don Valley (SCC)	Implementing Phase 1				Phase 2 Scheme Design							Implementation (completion March 2018)
Cycle Routes Upper Don Valley (SCC)	Implementing Phase 1	Phase 2 Feasibility				Phase 2 Design						
Sheffield City Centre Cycle Routes (SCC)						Design				Implementation	Completion	
Blackburn Valley Cycle Route (SCC)	Implementation (completion January 2018)											
South Sheffield Cycle Route	Feasibility		Design			Implementation (completion March 2018)						
Barnsley Junction 38 Cycle Route	Design		Implementation (Project programme being agreed)							Completion		

### 3. What outcomes and outputs will be generated by the end of 2016/17?

#### 3.1 Approach

The Transport Business Plan is predominantly focused on policy outputs to shape national infrastructure delivery. As such, the majority of the outputs and outcomes will be realised in the long term (for example, the delivery of the HS2 connectivity package). The CA needs to invest in policy work and associated studies to significantly increase the likelihood that SCR will achieve its local ambitions. Whilst the outcomes of our policy work will not manifest in 2016/17, by completing the policy work now, we will secure and shape their future delivery.

#### 3.2 Deliverables

In terms of programmes that will be delivered within 2016/17 – The TEB will be responsible for actively delivering the Sustainable Transport Exemplar Programme (STEP), secured through the SCR Growth Deal. The TEB will be responsible for overseeing delivery of the Local Transport Plan (LTP) and highways maintenance pot (currently delivered by the Transport Committee) and any other successful funding bids.

The table overleaf highlights the outputs and outcomes (note that many are policy based). For further detail of the policy outputs, please refer to Appendix 1.

Overall, the focus of the TEB in terms of outcomes will be as follows:

- National infrastructure projects that support local ambitions
- Develop and provide the transport connections to unlock and drive sustainable growth in SCR
  - Improve **productivity** by reducing **delays** in our strategic network
- Offer a more integrated transport network
  - Greater **patronage** and **satisfaction** in SCR Public Transport networks
- A more inclusive and robust transport network
  - Enhanced **accessibility to work and training** across SCR
- A more environmentally sustainable transport network
  - Reduced **emissions** from transport
  - Higher **business satisfaction** with SCR as a place (clean and innovative business environment)

		Q1 Apr-Jun 2016	Q2 Jul-Sept 2016	Q3 Oct-Dec 2016	Q4 Jan-Mar 2017
DELIVERY - STEP	New and improved cycle routes (km)	21.9km of new and improved cycle lanes or cycling priority measures delivered in 2016/17			
	New or improved footways (km)	13.5km of new or improved footways delivered in 2016/17			
	New or improved crossings (units)	17 new or improved crossings delivered in 2016/17			
	Highway junctions (units)	1 new or improved highway junction delivered in 2016/17			
	Park and Ride (units)	1 new (expanded) Park and Ride (Meadowhall)			
	New bus lane (km)	0.3km of new bus lane delivered in 2016/17			
	Transport for the North	Conditional outputs are frequent rail connections of 30 minutes journey time from SCR to Leeds, Manchester, Manchester Airport, 60 min to Hull and 90 min to Newcastle. Delivery timescales TBC (beyond 2017)			
		Decision on Trans-Pennine Tunnel			
	HS2	HS2 outputs (including approx. 1 hour journey time from Sheffield to London) are planned to be delivered in 2033. A key focus for SCR is developing and seeking funding for a comprehensive connectivity package			
		Government Decision on Phase 2 of HS2			
	Roads	Highways England Road Investment Strategy 1: HE deliverables <ul style="list-style-type: none"> <li>M1 Junctions 32-35A – upgrading the M1 to Smart Motorway, including the use of hard-shoulder running, between junction 32 (M18 interchange) and junction 35A (A616) around Sheffield and Rotherham – <b>(Started Jan 2105 – Completion March 2017)</b></li> <li>A61 Dualling – dualling of the A61 north of Sheffield between the A616 roundabout and junction 36 of the M1 <b>(Delivery Timescales TBC)</b></li> </ul>			

The outcomes will be firmed up by June 2016 once information is known from external agencies and strategy development work and scoping documents have been produced.



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

The SCR is currently developing a comprehensive risk register for the TEB. This will be presented at the January TEB for discussion and will form the basis of this section of the plan. Indicative risks are as follows:

Risk	Mitigating Action	By When
<b>Transport for the North</b>		
TfN programme does not reflect SCR priorities	Engagement at all levels to ensure SCR is fully reflected	Apr-16
<b>High Speed Rail</b>		
Sheffield City Region does not come to a common view on Station Location, resulting in the decision being made by the Secretary of State. SCR not carried out preparatory work to influence investment in transport connectivity.	SCR carries out work to put it in the best position ahead of government announcement on route and stations that will inform future growth strategy around the station.	Spring 2016
<b>Devolution Deal</b>		
Difference of opinion on how to deliver the transport component of the devolution deal	Strong partner engagement through the TEB and supporting structures	On-going
<b>Strategic Rail</b>		
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	Apr-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.	Apr-16
<b>Strategic Highways</b>		
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
<b>Sustainable and inclusive Transport and Air Quality</b>		
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
Project Risks	STEP and other programmes project risk are set out in project by project pro formas	On-going
<b>SCR Transport Strategy</b>		
SCR open to challenge regarding how up to date the strategy is	Seek to refresh in an efficient manner. Previous policy commitments are still valid despite changing context	Summer 2016
Significant cost of model development and maintenance	Manage down the scope of model develop to focus on the critical issues whilst ensuring that assurance is fit for purpose	Spring 2016
<b>Transport Modelling Strategy</b>		
Lack of internal expertise to influence the strategy	Use of a critical friend to review the proposed strategy	Dec-15

## 5. What are the resource requirements?

- Budget for schemes which are live and subject to forward funding commitments
- Budget to deliver the identified scheme pipeline
- Budget requests to develop new activity, subject to approval of the scheme at OBC and FBC.

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Transport Executive Board Budget Proposal							
Programme	Project / Scheme	Funding Source	Status	Funding Type	16/17 (000)	17/18 (000)	18/19 (000)
<b>DELIVERY</b>							
Sustainable Transport Exemplar Programme (STEP)	Delivery of STEP	Growth Deal 2 / LGF	Allocated	Capital	3,300	8,000	5,000
<b>STRATEGY AND POLICY</b>							
Planning	Network and Planning Issues	Core Cost	No	Revenue	50	50	50
Strategic	Local Transport Coordination	Core Cost	No	Revenue	50	50	50
East-West and North South Connectivity	Continue to provide a strong role within TfN across the work stream for freight, rail, highways etc.	TBC	No	Revenue	150	50	50
East-West and North South Connectivity	Support the development and future implementation of the HS2 connectivity package.	TBC	No	Revenue	200	300	150
Support	Consultancy Support	Core Cost	No	Revenue	200	200	200
Rail Replacement	Rail Replacement (2015/16 delivery target)	Growth Deal 2 / LGF	Allocated	Capital	1,000	0	0
Modelling	Refresh the baseline of the SCR models and deliver the Modelling Strategy	LGF	Unresourced SEP priority	Capital and Revenue	£1m	£1m	0
Low Emission Buses	Clean Bus Technology Fund: SCR successful. Project will be delivered by SYPTTE	DfT	16/17 Secured	Capital	500	(1,827) awaiting DfT decision)	(1,495) awaiting DfT decision)
<b>Budget Request</b>							
<b>Total Revenue</b>							
<b>Total Capital</b>							

Funding source is LGF, City Deal, GPF other BIS, Youth Contract etc.

Status is scheme live – pipeline or does it have other arrangements e.g. many skills SCC or CA claim funding from BIS

Info is crucial for 16/17 but useful to show if schemes have multi-year funding requirements

**This table should highlight any activity that is a priority and for which there is no current identified funding source**

Transport Executive Board additional capital resource request							
Programme	Project	Funding Source	Status	Funding Type	16/17	17/18	18/19
<b>DELIVERY</b>							
<b>STEP</b>	Continuation of the existing sustainable travel programme	Gainshare / LGF	Unresourced SEP priority	Capital and Revenue	TBC	TBC	£4m
<b>STRATEGY AND POLICY</b>							
TfN and HS2	Transport Studies – Linked to TfN and HS2 – How do we best connect locally to these to ensure we receive maximum benefit.	Gainshare	Unresourced SEP priority	Revenue	£100k	£100k	£100k
<b>Sustainable and Inclusive</b>	<b>Cycling – Deliver the Cycle Action Plan</b>	Gainshare / LGF	Unresourced SEP priority	Capital and Revenue	TBC: Resourcing to be agreed with partners		
Modelling	Refresh the baseline of the SCR models and deliver the Modelling Strategy	LGF	Unresourced SEP priority	Capital and Revenue	£1m	£1m	
Bus Services	Fund to support bus access to areas of key economic significance	Gainshare / LGF	Unresourced SEP priority	Capital and Revenue	1m	1m	1m
Devolution	Making the case for bus franchising and SCR input into highway key route network	Single Pot	No	Revenue	150	250	250

*The above table details proposals for programmes the Executive Board would seek funding for, subject to compliance with the SCR Assurance and Accountability Framework should SCR receive £30m additional funding per annum.*

**Outputs and Outcomes by Workstream**

**STRATEGY AND POLICY**

<b>Workstream</b>	<b>Inputs</b>	<b>Outputs</b>	<b>Outcomes</b>	<b>Benefits</b>	<b>Transport Strategy Policy and SEP link</b>
<p><b>Transport for the North:</b></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"> <li>• Updated Northern Transport Strategy (to be published 2016)</li> <li>• Appraisal, assurance and prioritisation arrangements developed to align with, and form key delivery mechanism for SCR ambitions.</li> </ul> <p>Workstreams</p> <ul style="list-style-type: none"> <li>• Rail</li> <li>• Highways</li> <li>• Freight (support Northern Freight and Logistics Strategy)</li> <li>• SMART</li> <li>• Strategic Case</li> <li>• Local Connectivity: including assessment of bus, current Supertram, tram-train, tram extensions, local rail and other mass</li> </ul>	<p><b>£44 billion</b> additional GVA for the North (£1,600 per individual), building on a strong economy already worth £290 billion GVA.</p> <p>Strategic Economic Case currently being developed to quantify SCR benefits</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><b>A</b> Improve surface access to international gateways</p> <p><b>B</b> Input to and shape Highways England's Route Investment Strategy 2</p> <p><b>C</b> Promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector</p> <p><b>E</b> Ensure High Speed Rail is part of a Trans-North network</p> <p><b>F</b> Improve connectivity between key locations</p> <p><b>O</b> Ensure SMART ticketing is developed and delivered in SCR</p>

		<p>transit requirements</p> <p>Evidence</p> <ul style="list-style-type: none"><li>• Case Making: Provide evidence to support the case for TfN interventions</li><li>• Support TfN workstreams in undertaking rail / highways / freight and logistics / SMART studies to understand options and requirements.</li></ul> <p>Accountable Body</p> <ul style="list-style-type: none"><li>• The oversight of the procurement and financial processes relating to TfN</li></ul>			
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Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy and SEP Policy link
<p><b>High Speed Rail:</b></p> <p><i>A locally and nationally agreed HS2 proposition, including comprehensive, funded, 21<sup>st</sup> Century, multi-modal connectivity programme, station requirements and Masterplan to deliver wider growth.</i></p>	<ul style="list-style-type: none"> <li>• Central Government Connectivity funding is to be confirmed</li> <li>• Government decision on station location is also pending</li> </ul>	<ul style="list-style-type: none"> <li>• Secure local and national agreement on SCR station location</li> <li>• Develop compelling, deliverable connectivity package to maximise the benefits of HS2 and the surrounding growth area.</li> <li>• Coordinate HS2 East</li> <li>• Connectivity Package               <ol style="list-style-type: none"> <li>(1) Define priorities</li> <li>(2) Agree priorities</li> <li>(3) Secure funding for connectivity package</li> <li>(4) Deliver on time</li> </ol> </li> </ul>	<p>Wider economic benefits of <b>£400m</b> direct to the SCR.</p> <p>HS2 will free up space on existing rail lines. These benefits are expected to total <b>£800m</b> as extra capacity enables workers to access more productive jobs</p> <p>Cuts journey times between SCR and London by <b>40+%</b></p>	<p>SCR served by HS2 in 2033</p> <p>HS2 accessible from across the region.</p> <p>Connections act as growth enabler and accelerator in the HS2 zone.</p>	<p><b>A</b> Improve surface access to international gateways</p> <p><b>E</b> Ensure SCR is served by High Speed Rail</p> <p><b>F</b> Improve connectivity between major settlements</p>

Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy and SEP Policy link
<p><b>Devolution Deal:</b></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"> <li>Control of the powers and resources for the bus network in South Yorkshire, including the potential to franchise services.</li> </ul>	<ul style="list-style-type: none"> <li>Provide modelling and other evidence to inform decision on bus franchising</li> </ul>	<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><b>G</b> Deliver interventions required for development and regeneration</p> <p><b>K</b> Develop public transport that connects people to jobs and training in both urban and rural areas</p> <p><b>M</b> Ensure our networks are well-maintained</p> <p><b>N</b> Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes</p>
	<ul style="list-style-type: none"> <li>The identification of a Key Route Network of local authority roads that will be collaboratively managed and maintained</li> </ul>	<ul style="list-style-type: none"> <li>Identification of an SCR 'Key Route Network'</li> </ul>	<p>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.</p>		
	<ul style="list-style-type: none"> <li>Government Commitment to explore options to give more planning</li> </ul>	<ul style="list-style-type: none"> <li>Investigate and consider the advantages and disadvantages of localising the</li> </ul>	<p>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</p>		



	powers over the delivery of transport schemes	Transport and Works Act Order legal process	interventions/potential Tram Train and Tram extensions.	
	<ul style="list-style-type: none"> <li>• Re-stated commitment from Government to deliver Transport for the North and HS2 and 'HS3' in SCR</li> </ul>	<ul style="list-style-type: none"> <li>• Will be progressed through TfN and HS2 workstreams.</li> </ul>	<p>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.</p> <p>The eastern leg of the HS2 link is forecast to deliver £2.6bn of productivity benefits and 3.6m jobs.</p>	
	<ul style="list-style-type: none"> <li>• Smart 'oyster style' ticketing</li> </ul>	<ul style="list-style-type: none"> <li>• Will be progressed through the TfN work stream and potentially enhanced through a bus franchise model.</li> </ul>	<p>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.</p>	
	<ul style="list-style-type: none"> <li>• A consolidated, devolved transport budget, with a multi-year settlement to be agreed at SCR to form</li> </ul>	<ul style="list-style-type: none"> <li>• TEB to consider investment in transport from the single pot and other sources. This will be developed through the Business Case development process.</li> </ul>	<p>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.</p>	

	part of the 'Single Pot'	<ul style="list-style-type: none"><li>• Update on the funding included into a single pot will be provided following the Spending Review</li></ul>	Flexibility to have both capital and revenue funding that reflect that a successful transport system requires both types of funding.	
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Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy and SEP Policy link
<p><b>Strategic Rail</b></p> <p><i>To work with Rail North, Network Rail, The Office of Rail Regulation and the Department for Transport to achieve rail provision that matches the SCR's economic aspirations</i></p>	<ul style="list-style-type: none"> <li>• Network Rail Control Period 5 programme</li> <li>• Rail North processes</li> <li>• ORR Periodic Review process</li> <li>• Network Rail Long-term Planning Process</li> <li>• Passenger Rail Franchising, particularly Northern and Trans-pennine Express</li> <li>• Local Initiatives</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure timely delivery and full realisation of SCR benefits on NR projects including:               <ul style="list-style-type: none"> <li>- Northern Hub</li> <li>- East Coast Mainline</li> <li>- Midland Mainline Electrification</li> <li>- Other NR improvement projects</li> </ul> </li> <li>• Represent SCR throughout Network Rail's Long Term Planning Process.</li> <li>• Support Rail North activity. Produce Long Term Rail Strategy Progress Report and prepare for 2016 version.</li> <li>• Refresh SCR Rail Plan to capture strategic objectives and strengthen</li> </ul>	<p>Better connectivity, a more coherent and user friendly network, with increased, faster 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</p>	<p>Both passenger and freight traffic expected to increase by 30% nationally, over the next 10 years. Delivering our objectives will ensure SCR is an attractive and well connected place for business.</p>	<p><b>A</b> Improve surface access to international gateways</p> <p><b>D</b> Improve rail services and access to stations, focusing on interventions that can be delivered in the short term</p> <p><b>F</b> Improve connectivity between major settlements</p>

		<p>evidence.</p> <ul style="list-style-type: none"> <li>• Support Doncaster in the preparation of its Rail Strategy.</li> <li>• Strategic input into development of Rotherham Parkgate Study following Rotherham Connectivity Study – engage DfT and operators</li> <li>• Complete study into case for main line platforms at Dore and Totley and progress findings</li> <li>• Support other rail activities such as Network Rail studies:             <ul style="list-style-type: none"> <li>- ECML Route Study</li> <li>- North of England Route Study</li> <li>- Sheffield Study</li> </ul> </li> </ul>	<p>at Doncaster and Sheffield Stations</p> <p>Ensure that future electrification and other scheme programme reflect Electrification Task Force outputs</p>		
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Workstream	Inputs	Outputs	Outcomes	Benefits	Transport Strategy and SEP Policy link
<p><b>Strategic Highways</b></p> <p><i>Greater influence and engagement with Highways England to better drive forward SCR priorities.</i></p>	<ul style="list-style-type: none"> <li>• Devolution deal provides the basis for engaging with Highways England</li> </ul>	<ul style="list-style-type: none"> <li>• Formal agreement between SCR CA and Highways England to work cooperatively in developing investment priorities for the Strategic Road Network</li> </ul>	<p>Supports key future development sites such as Markham Vale (700 jobs), Waverley/AMP (3000 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).</p>	<p>Long-term commitments to focusing investment from a national body on infrastructure that can support local economic growth</p>	<p><b>B</b> Improve the reliability and resilience of the national road network using a range of management measures  <b>F</b> Improve connectivity between major settlements</p>

Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
<b>New Government Transport Funding</b>	<ul style="list-style-type: none"> <li>Govt. announced ring-fenced aspect of the LGF, of £475 million centrally, for large transport schemes. More information on how this fund will work will be released in early 2016.</li> </ul>	<ul style="list-style-type: none"> <li>Funding will be used to unlock economic growth and housing across the country, with local areas bidding for capital funding for development and construction of large transport projects that are too big to be funded through regular LGF. SCR to identify schemes and bid accordingly.</li> </ul>	<ul style="list-style-type: none"> <li>Prioritised transformational schemes and funding secured</li> </ul>	Drive economic growth through transformational investment	All SCR Transport Strategy policies supported, particularly policies F and G – Supporting growth through enhanced connectivity.
<b>Strategic Planning:</b>  <i>Support strategic land use planning across SCR authorities</i>	<ul style="list-style-type: none"> <li>All SCR Local Authorities are developing Local Plans</li> <li>Increased call for SCR spatial picture and fulfilment of Duty to Cooperate</li> </ul>	<ul style="list-style-type: none"> <li>Support SCR spatial planning activity</li> <li>Provide feedback on key strategic planning applications</li> <li>Input to SCR Local Plans, providing evidence as required</li> </ul>	Compelling land use plans linked to SCR economic and place ambition	Increased certainty to attract inward investment and shape SCR.	Particularly relevant to policy: <b>I</b> To focus new development along existing public transport corridors <b>and in places adjacent to existing shops and services</b>
<b>SCR Transport</b>	<ul style="list-style-type: none"> <li>Support the</li> </ul>	<ul style="list-style-type: none"> <li>Develop and publish a</li> </ul>	Shape future	<i>To be determined</i>	A refreshed transport

<p><b>Strategy Refresh and SCR Transport Vision</b></p> <p><i>Clear strategic direction, affirming SCR Transport priorities.</i></p>	<p>development of an implementation plan to invest £8.7m of Local Transport Plan funding</p>	<p>clear long term vision to guide the SCR Transport Strategy</p> <ul style="list-style-type: none"> <li>Finalise and publish the SCR Transport Strategy Refresh.</li> <li>Strategy to inform SCR promoter response to the challenges and opportunities set out in the Integrated Infrastructure Plan.</li> </ul>	<p>direction of transport and inform scheme promoters.</p>	<p><i>through strategy development process</i></p>	<p>strategy will drive the delivery of transport interventions linked to SEP priorities</p>
Workstream	Inputs	Outputs	Outcomes	Benefits	Support to policy areas
<p><b>SCR Integrated Infrastructure Plan:</b></p> <p><i>An integrated infrastructure strategy and commissioning model to support the delivery of the SEP.</i></p>	<ul style="list-style-type: none"> <li>Strategic Economic Plan commitment to a multi-sector, integrated infrastructure plan</li> <li>Single Pot commitment to drive forward infrastructure priorities</li> </ul>	<p>Support commissioning process to support promoters in delivering SCR transport priorities</p> <p>Comprehensive economic modelling that provides evidence for infrastructure requirements.</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>

<p><b>Setting SYPTE Policy Direction</b></p> <p><i>Set the SYPTE policy direction in early 2016 to shape its business planning activity</i></p>	<ul style="list-style-type: none"> <li>• SCR Business Plan</li> <li>• Emerging position on Transport Strategy Refresh</li> </ul>	<p>Set clear policy direction for PTE through emerging operational transport policies</p>	<p>SYPTE clearly briefed on emerging operational priorities</p>	<p>SYPTE can target delivery activity according to emerging SCR operational priorities</p>	<p>Will allow support to all operational transport policy areas.</p>
<b>Workstream</b>	<b>Inputs</b>	<b>Outputs</b>	<b>Outcomes</b>	<b>Benefits</b>	<b>Support to policy areas</b>
<p><b>Young Person's Travel Action Plan:</b></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"> <li>• Draft action plan developed by SCR and consultants to identify priorities</li> <li>• Targeted ticketing products developed by SYPTE with key youth stakeholders.</li> </ul>	<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><b>N</b> Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes</p> <p><b>T</b> Provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices</p>



<p><b>SCR Modelling Strategy:</b></p> <p><i>A strategy capturing SCR's modelling requirements and tools for supporting future growth.</i></p>	<ul style="list-style-type: none"> <li>• Develop a comprehensive modelling strategy.</li> <li>• Deliver modelling required to support strategy development.</li> </ul>	<p>Estimated £2m funding from a number of sources TBC, subject to board decision to progress the strategy</p> <p>Updated area wide multi modal transport models as required</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 growth.</p>
<b>Workstream</b>	<b>Inputs</b>	<b>Outputs</b>	<b>Outcomes</b>	<b>Benefits</b>	<b>Support to policy areas</b>
<p><b>Evaluation:</b></p> <p><i>Undertake monitoring and evaluation for schemes as required under terms of Government Grants.</i></p>	<ul style="list-style-type: none"> <li>• Bus Rapid Transit ex-post evaluation</li> <li>• Better Bus Area 2 and Local Sustainable Transport Fund 2 monitoring and ex-post evaluation</li> </ul>	<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>	<p>Satisfy funding agents and identify impacts of interventions.</p>	<p>Strong evidence base to understand and demonstrate the impacts of our investment.</p>	<p>Comprehensive project evaluation will provide a strong evidence base, to best drive growth as well as satisfying contractual requirements to secure funding.</p>

<p><b>Transport Executive Board:</b></p> <p><i>Ongoing support the Transport Executive Board to ensure well informed decisions.</i></p>	<ul style="list-style-type: none"> <li>5 Executive Boards established to support SCR Combined Authority – Including Transport</li> </ul>	<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 on an ongoing basis.</p>	<p>Strong governance supporting Combined Authority decision making.</p>	<p>Relevant to all areas of the SCR Transport Strategy</p>	
<b>DELIVERY</b>					
<b>Workstream</b>	<b>Inputs</b>	<b>Outputs</b>	<b>Outcomes</b>	<b>Benefits</b>	<b>Transport Strategy Policy and SEP link</b>
<p><b>Sustainable and Inclusive Transport</b></p> <p><i>Delivery of the Sustainable Transport Exemplar Programme (STEP) then building on this to support strategic investment in sustainable</i></p>	<ul style="list-style-type: none"> <li>16.3m Local Growth Funding</li> <li>Growth Deal round 2 funding to be confirmed</li> </ul>	<ul style="list-style-type: none"> <li>For 2015/16 we have defined a programme of investment that will unblock our key local constraints and promote an attractive business environment.</li> <li>The programme is being developed by the four South Yorkshire Transport Authorities and SYPTE. This is coordinated by the</li> </ul>	<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</p>	<p><b>H</b> Develop high-quality public places  <b>K</b> Develop public transport that connects people to jobs and training  <b>N</b> Develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes  <b>R</b> Work to improve the efficiency of all</p>

<i>transport.</i>		<p>LTP partnership.</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>		<p>considerable benefit of £77m due to improved physical fitness. In addition, there are also high benefits to commuters and other users.</p>	<p>vehicles and reduce their carbon emissions  <b>S</b> Encourage active travel and develop high-quality cycling and walking networks  <b>T</b> 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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FOR DISCUSSION

**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**23 FEBRUARY 2016**

**GAINSHARE: POTENTIAL TRANSPORT REQUIREMENTS**

This discussion paper sets out the potential transport inputs to be considered by the SCR Combined Authority in considering utilisation of the devolved 'gainshare' funding (i.e. £30 million per annum flexible funding that SCR will receive for 30 years). The Combined Authority, subject to ratification of the deal, is will determine its criteria for deployment of gainshare. To inform this the SCR CA is considering a range of factors including transformational strategic activity aimed at growing the £30m pot, submissions for local spatial priorities in addition to ideas generating from Executive Boards.

**1. Issue**

- 1.1. This paper sets out, for discussion, the potential transport inputs for consideration by the SCR CA in deployment of the 'Gainshare' pot for 2016/17.

**2. Recommendations**

- 2.1. The TEB is asked to discuss the potential 'asks' to Gainshare pot.

**3. Background Information**

- 3.1. In the 2015 SCR Devolution Agreement, Government committed to the SCR mayor having control of "A new additional £30 million a year funding allocation over 30 years, to be invested to boost growth"
- 3.2. This significant funding boost is referred to as 'Gainshare'. The mechanism of how SCR CA will prioritise and manage Gainshare is still being developed. The purpose of this paper is to highlight the likely transport priorities that the TEB would recommend to the SCR CA to consider.

**Transport Funding Requirements**

Local Connectivity Enhancements

- 3.3. SCR is currently making the case for transformational connectivity requirements, essential to the realisation of the Strategic Economic Plan and long term economic success of the region:
- Transport for the North (TfN):** a multi modal package is being put forward as an 'ask' as part of the local connectivity workstream.

- **High Speed Rail (HS2):** It is widely accepted that the success of HS2 is critically dependant on the delivery of a complementary connectivity package. This is currently unfunded and only partially defined.

**3.4.** Gainshare could help to meet any shortfall in delivering these essential connectivity packages

#### SCR Transport Strategy Delivery

**3.5.** SCR is currently refreshing its Transport Strategy. This will set out policies and key interventions to address SCR economic, safety, environmental and inclusion goals.

**3.6.** Gainshare could support delivery of SCR Transport Strategy interventions

#### Bus Franchising

**3.7.** The SCR Deal included commitment in principle to the SCR mayor reserving: *“Responsibility for franchised bus services, which will support the Combined Authority’s delivery of smart and integrated ticketing across the Combined Authority’s constituent councils”.*

**3.8.** The case is currently being assessed for the franchising model, however it is recognised that there would be significant costs of introduction, including the transitional risks as well as the costs of new infrastructure.

**3.9.** As discussed with DfT / HMT at the time of the Deal, the expectation is that SCR will fund any transition to a franchise model. This could be through gainshare or consolidated transport budgets or through other means eg business growth retention.

#### Local Highways Maintenance and Enhancement

**3.10.** The SCR Deal included commitment in principle to the SCR mayor reserving: *“Responsibility for an identified Key Route Network of local authority roads that will be collaboratively managed and maintained at the city region level by the Combined Authority on behalf of the Mayor.”*

**3.11.** The case is currently being assessed for taking control of a key network as well as defining the network itself. The expectation is that Local Highways Maintenance Fund will be devolved in addition to Gainshare. Devolved local transport funding could be utilised in addition to enhance the local highway network in SCR control, should the Mayor elect to take on these responsibilities

#### Sustainable Transport (revenue)

**3.12.** SCR has historically relied on Government Local Sustainable Transport Fund or equivalent to deliver our inclusion / sustainable travel objectives. Whilst capital funding is in place, SCR faces delivery pressures on revenue funding to support and promote capital investment.

**3.13.** Gainshare could be utilised to support delivery of local sustainable transport packages.

#### **Further Detail of Potential Asks**

The table overleaf provides further detail on the potential ‘asks’

Further Detail of Potential Asks	
<u>Element</u>	<u>Costs</u>
<p><b>TFN Local Connectivity</b></p> <ul style="list-style-type: none"> <li>- <b>Advanced Manufacturing Innovation District:</b> Connectivity package to connect AMID to key urban centres and provide a sense of arrival/place, potentially utilising tram train or heavy rail</li> <li>- <b>Pan Northern Connectivity:</b> M18-M1 link from Doncaster to the potential TP tunnel through the Dearne Valley and Barnsley</li> <li>- <b>RHADS Connectivity:</b> Support delivery of a station on Gatehouse Lane close to RHADS, complemented by (a) a rapid shuttle link to the terminal, (b) service enhancements on the Lincoln Line, and (c) wider direct bus enhancements to Doncaster, Rotherham and Sheffield centres.</li> <li>- <b>Dearne Valley Enhancements:</b> Package of connectivity enhancements to the employment opportunities in the Dearne Valley. Potentially including a BRT link through the DV from Barnsley to Doncaster</li> <li>- <b>Sheffield City Centre Package:</b> Package of interventions on key multi modal routes in SCR to reduce congestion and increase PT journey time</li> <li>- <b>Rotherham:</b> Enhance connections into the DV from Parkgate and provide a mainline Parkway Railway Station at Parkgate.</li> <li>- <b>Chesterfield A61:</b> Interventions to enhance this key corridor are being developed</li> <li>- <b>Doncaster Urban Connectivity:</b> Enhance connectivity of Doncaster Urban area</li> </ul>	<p>Costs are still to be developed. LAs are currently making high level estimates for TFN.</p> <p>Note: pro formas are being developed - therefore further detail to be provided.</p>
<p><b>HS2 Connectivity:</b> Comprehensive, multi modal mass transit network to enable the realisation of the benefits of HS2 (regardless of station location). Nature of package still to be defined through recommendations re: options have been developed.</p>	<p>Costs are still to be developed.</p>

<b>SCR Transport Strategy:</b> Essentially funding to support delivery of the interventions to be identified through the refresh exercise.	Costs are still to be developed.
<b>Bus Devolution:</b> Finances to (a) develop the case for franchising, (b) shoulder the transitional risks, (c) provide the infrastructure to enable a franchise operation. The Buses Bill (draft expected late Feb) may flag up additional costs.	Transitional risks alone have been (crudely) estimated at an excess of £2 million.
<b>Key Route Network:</b> Route to be agreed and Network requirements TBC	Cost requirements TBC
<b>Local Sustainable Transport:</b> Funding to support continuation of sustainable travel initiatives in SCR. This may include the provision of further job connector bus services, specifically linked to the SEP growth areas and employment priorities.	Cost requirements: TBC

#### 4. Implications

- i. Financial
- ii. Legal
- iii. Diversity
- iv. Equality

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

Other sources and references:



FOR RECOMMENDATION

**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**23 FEBRUARY 2016**

**TRANSPORT FOR THE NORTH**

**Summary**

- The Transport Executive Board is asked to note the progress being made on the Transport for the North (TfN) project.

**1. Issue**

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

**2. Recommendations**

- 2.1. To note the progress of the Cities & Local Government Devolution Act in setting TfN as a statutory organization.
- 2.2. To note the process for commenting on the TfN March Report.
- 2.3. To note the progress being made on the TfN workstreams.
- 2.4. For the TEB to recommend to the CA the spend of up to £100,000 to develop an evidence base for complementary enhancements to the TfN Programme.

**3. Background Information**

- 3.1. As previously reported to TEB on 14 January 2016, TfN is making considerable progress to establish itself as Statutory Sub-National Transport Body. Amendments to the *Cities & Local Government Devolution Act* were granted Royal Assent on 28 January 2016, meaning that TfN will continue to make progress towards statutory status by 2017. TfN has outlined specific proposals for the powers it needs. These will include:
  - Powers to create a statutory northern transport strategy, setting out priorities for significant investment in the north's inter-city road and rail network
  - Powers to coordinate and prioritise a pan-northern system of smart and integrated ticketing
  - Powers to coordinate and oversee the delivery of transformational cross-northern transport investments, by developing plans and commissioning and coordinating their delivery

- A further strengthening of governance arrangements, allowing TfN to represent all communities across the north
  - Developing the role and powers of Rail North, devolving greater responsibility from government for oversight of the Northern and trans-Pennine rail services.
- 3.2. TfN has completed a phase of recruitment, allowing the organisation to develop its internal processes in preparation for the responsibilities that would be applicable when granted statutory status. Further recruitment is expected in key policy areas, to assist with the development of workstream specific programmes.
- 3.3. TfN has signed Memorandum of Understanding with the Welsh Government. Formal arrangements for collaborative working with the Scottish Government are being progressed.

#### TfN March Report

- 3.4. Following the publication of the Autumn Report in November last year, the focus has been on the development of the TfN March Report ('March Report'). This report is due to be published in March and will outline investment priorities for transforming connectivity and driving economic growth across the North.
- 3.5. The March Report is currently in the process of being drafted with an outline publication date of mid-March to meet the Chancellor of the Exchequer's Spring Budget deadline (16 March). A first draft of the March Report was shared during the week commencing 1 February and was circulated to SCR Partners for comment. Responses were subsequently collated and sent to the TfN drafting team.
- 3.6. At the time of writing this update, further drafts of the March report will be circulated to partners so that they have the opportunity to influence the report ahead of the version to be circulated to the Partnership Board. As the report progresses, comments will be communicated to Cllr Dore and Martin McKervey to raise at the TfN Partnership Board before the final publication of the March Report.

#### David Brown and John Cridland CBE Visit

- 3.7. On 3 February, the TfN Chief Executive and Chair (David Brown and John Cridland CBE respectively) visited the political leaders, private sector representatives and senior officers to discuss how the TfN programme aligns with the growth ambitions of the SCR. The meeting was positive, with the SCR clearly outlining what we want delivered through TfN. This meeting also presented the opportunity to promote the SCR's sectoral strengths and highlight how the growth ambitions of the SCR Strategic Economic Plan (SEP) can be complemented through transformational investment in current pan northern and local connectivity.

#### Workstream Update

##### **Rail**

- 3.8. Work is currently taking place to develop an understanding of the infrastructure requirements needed to meet the TfN targets for 30 minute journey times and improved frequency between the North's main Cities and Manchester Airport. Progress to date includes the development of network concepts showing what the future network could look like to achieve the TfN conditional outputs. Work is also in progress to gain a better understanding of future rail demand in the North, which is being informed by the Independent Economic Review.

- 3.9. A workshop has taken place with SCR colleagues to update them on progress to date and seek views on the latest work being undertaken by TfN

### **Road**

- 3.10. The Government's Road Investment Strategy and the NTS have outlined the need to explore the feasibility for a new high performance link connecting the Manchester and Sheffield City Regions. The study's interim report outlines the high level economic and strategic case, concluding that a new tunnel would be technically and operationally feasible to construct.
- 3.11. In consultation with stakeholders engagement, the project team have developed 5 high level corridors for the tunnel. Work is currently being undertaken to assess and shortlist these corridors with future route options.
- 3.12. Views from SCR partners were gathered ahead of Highways England's stakeholder reference group meeting on 4 February. SCR partners are keen to engage further with this work and it is the subject of a separate report on the TEB meeting agenda.

### **Freight**

- 3.13. A Baseline Report evidencing the current freight movements and demand has completed. This will be used as the foundation for a number of future scenario developments and forecasting of freight demand across the North. It will be used to inform the Northern Freight and Logistics Strategy, which is due to be completed at the end of February. The evidence that has been collected as part of the Northern Freight and Logistics Strategy will be used to inform where investment in 'freight enabling' infrastructure. These outcomes will then be fed into the other TfN work streams, most noticeably the Rail and Road work streams.

### **Strategic Economic Case**

- 3.14. A Northern Independent Economic Review (IER) has been commissioned to understand the economic profile of the TfN area. This is not a substitute for the SEPs across the North but will act as an evidence base to compliment the SEPs from a pan northern perspective. The IER will profile areas of north's sectoral specialism sectors to develop the North's unique selling point and maximise agglomeration.
- 3.15. The initial findings of the IER have outlined a significant productivity 'gap' between the North, mainly based on differences in Gross Value Added and employment rates. Closing the gap would therefore be through a combination of increasing high value activity and creating more jobs.
- 3.16. A bottom-up exercise had been carried out to look at the strengths and assets of each of the 11 LEP areas forming the Northern Powerhouse. The SCR has been characterised, which are broadly in line with the SCR SEP;
- Advanced manufacturing & materials;
  - Healthcare technologies;
  - Digital/computing; and,
  - Logistics.
- 3.15. In addition to the IER, there will be two other pieces of work, one investigating a new approach to scheme appraisal and the other about financing options.

## **Smart Ticketing**

- 3.16. The Smart and Integrated Travel work stream has set up a dedicated project team to develop a consistent and fair multi-modal ticketing and transport information proposition across the North. This forms the first step in setting out the process for a northern 'Oyster Card' system and a single platform for multimodal travel information.
- 3.17. The Government has subsequently pledged £150m (through the December Budget) to develop a smart ticketing and information system that will allow travellers in the TfN area to use contactless debit cards and phones/watches to travel across the region on different modes of transport. The aim is to offer a 'best price promise' for ticketing, ensuring the cheapest ticket is automatically made available without the individual to select products in advance. This smart card technology will be used to promote modal shift towards public transport and ensure a value for money customer offer.

## **Strategic Local Connectivity**

- 3.18. This work stream will develop the assessment criteria and framework to identify a connectivity programme for each of the TfN Partners local areas. The main outcome will enable partners across the north to develop a shared, robust approach to determining an enhanced TfN transport programme and increase the overall economic impact of the wider programme across the North that is cognisant to powerful, local economic drivers.
- 3.19. Since the inception meeting, each city region has been tasked to complete a series of pro-formas for schemes which meet the local connectivity criteria, which is defined as connectivity between; centre to centre, airport/port, NPR/HS2 hub, strategic housing/employment or an improvement to the key road network. With help from SCR partners, the SCR has submitted a number of pro-formas which fulfil this criteria, including connectivity enhancement to; HS2, Tinsley Viaduct, RHADS, AMID, Dearne Valley and regional centres.

## **International Connectivity**

- 3.20. TfN recognises the importance of access to international from both an importing and exporting perspective. In order to remove existing and future connectivity barriers and support the Northern economy, improved surface access to the North's airport and ports are needed. To investigate these issues and make recommendations for improvement, the Chair of TfN will bring together a Commission on the International Connectivity of the North. Through this Commission, TfN will be engaging with airport, airline, port, waterway, ferry and cruise operators to ensure TfN has a joint approach.
- 3.21. The first key output of this work will be a baseline report, setting out current levels of international connectivity, key challenges and emerging findings about what improvements may be needed. An investment programme will be developed in order to deliver necessary improvements to international connectivity. Options generated will be integrated and prioritised with other programmes, such as Northern Powerhouse Rail.
- 3.22. Our ambition from this work stream is to identify surface access improvements to increase the attractiveness of Robin Hood Airport and freight links to the Humber Ports.

## Endorsement of Consultancy Support

3.23. The multimodal infrastructure investment that is proposed through TfN will require a strong evidence to support the cost/benefit appraisal and scheme selection process. To ensure that the SCR schemes are as robust as possible within this decision making process, the TEB is asked to, in principle, endorse the development of an evidence base for complementary enhancements to the TfN Programme, including road and rail links (including trans-Pennine links) and local connectivity schemes. It is anticipated that £100,000 should be allocated for this commission.

## 4. Implications

### i. Financial

The SCR CA is currently the accountable body for TfN funding. The SCR CA receives grant from government and contracts with suppliers, or enters into funding agreements with partners, to commission activity on behalf of the TfN partnership.

SCR CA Finance officers and SCR Executive officers have met recently with TfN colleagues to discuss business planning and budgets. A revised budget for TfN activity was agreed with the DfT, which included the receipt of an additional £10m. Subsequently, SCR CA, DfT and TfN are discussing revised budgets for the business plan objectives in light of the new funding envelope. It must be noted that SCR is handling TfN funds, but is ensuring the Combined Authority is not exposed to any risk.

TEB is asked to endorse the allocation of up to £100,000 from the SCR Transport Consultancy Budget for the development of an evidence base to support the business case for TfN infrastructure investment.

Given the timescales of when any work will be commissioned, the profile of spend will be allocated from the £450,000 2016/17 SCR Transport Consultancy Budget. This request is reflected in the Transport Business Plan and subject to approval from the SCR Combined Authority.

### ii. Legal

Commissioning of consultancy support will require the necessary input from Procurement and Legal services. This will ensure compliance with Public Procurement Regulations and Value for Money is achieved.

iii. Diversity - None as a result of this paper.

iv. Equality - None as a result of this paper.

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Other sources and references:

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FOR INFORMATION

**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**23 FEBRUARY 2016**

**TRANS PENNINE TUNNEL**

**Summary**

- This paper sets out how Highways England is taking forward the Trans-Pennine Tunnel study and how the SCR can influence this workstream.
- In November, HE published the trans-Pennine Tunnel Interim Report, confirming a clear strategic case for providing a direct all-weather link between Greater Manchester and the SCR.
- Further work has is being undertaken to identify the most promising corridors for a transformational link.
- Five potential corridors have been identified although initial assessment shows that one corridor would be easier to deliver than the others.
- HE is now in the process of investigating a series of detailed route alignments across a number of corridors with a more thorough examination of benefits and costs.
- By October 2016 there will have been a fully assessment and a preferred option will be known. A strategic outline business case for this preferred route will be developed.
- The SCR Director of Transport is a member of the trans-Pennine Tunnel Project Board, overseeing the general direction and management of the project.
- As part of the stakeholder and public consultation, the HE has been proactive in collecting wider comments on the emerging outcomes at key project milestones
- The next key point to input into the trans-Pennine Tunnel is through the shortlisting of options. SCR should proactively provide evidence to support this process. This includes potential complementary infrastructure.
- Barnsley and Doncaster MBC's have already developed a proposal for enhancing connectivity to the trans-Pennine Tunnel. A convincing evidence base will be required for these schemes to be considered by the HE.

**1. Issue**

- 1.1. Highways England is leading the Trans-Pennine Tunnel Study (TPTS) as part of the Transport for the North (TfN) and Road Investment Strategy (RIS). Sheffield City Region (SCR) has been involved in early engagement activities. This paper provides details of the TPTS workstream and a proposal for how SCR should input.

**2. Recommendations**

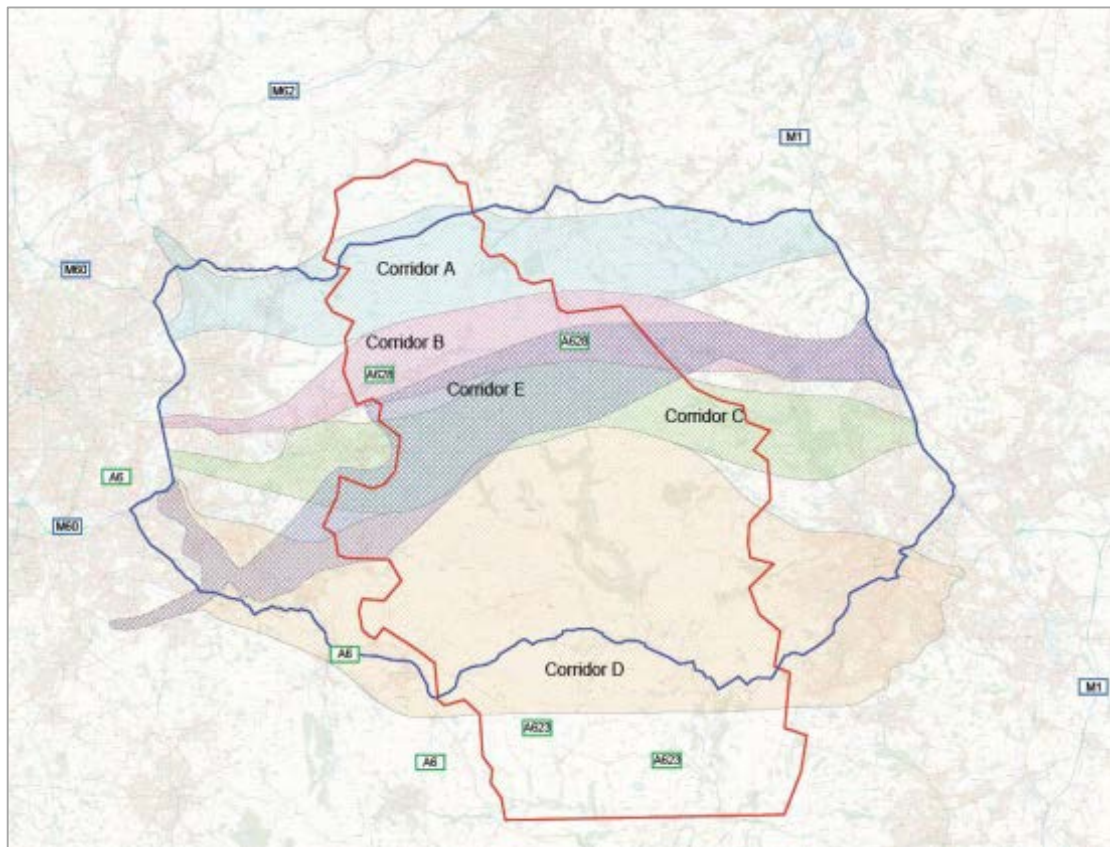
- 2.1. For the TEB to note key project milestones and approve the proposed governance approach to provide input into the TPTS.

2.2. For the TEB to discuss how it leads and steers the TPTS from the SCR perspective.

### 3. Background Information

#### Project Update

- 3.1. In November, HE published the first part of its report into a TPTS. This found that there was a clear strategic case for providing a direct all-weather link between Greater Manchester and the SCR. Initial conclusions were that there were no insurmountable technical barriers to constructing a tunnel under the Peak District National Park. Addition investigation is required to understand the balance of costs and economic benefits, which will in turn influence the delivery of this scheme. The SCR will need to ensure that this assessment is robust and includes the long standing connectivity barriers which are supressing economic interaction between the two regions.
- 3.2. Since autumn further work has been undertaken to identify the most promising corridors for a transformational link. Five potential corridors have been identified (see figure below), all of which would generate additional economic output for the UK economy and contribute to the Northern Powerhouse. A tunnel under the Pennines would bring about significant journey time savings and improve resilience, capacity and reliability. It would also remove a significant volume of traffic from the Peak District National Park itself and improve and protect the landscapes and ecology of the park.



- 3.3. All the corridors offer substantial reductions in journey times of around thirty minutes on Manchester-Sheffield trips, although significant benefits would also be achieved on other east-west movements, such as Barnsley to Liverpool or Doncaster to Bury. All corridors would provide relief to the existing road network, improving both reliability and resilience and removing traffic from existing trans-Pennine routes (M62, A628 and A57).



3.4. The outcome of the initial assessment shows that construction of Corridor B, along the existing route of the A628 / A616, may be easier and take less time. HE is now in the process of investigating a series of detailed route alignments across a number of corridors, to which a more thorough examination of benefits and costs will be used to determine a preferred option.

Milestones

3.5. In terms of next steps, HE has a project plan which sets out the following;

Stage	Completion
Completion of Study Stage (i)	✓ 30 October 2015
Completion of Study Stage (ii)	✓ 4 January 2016
Completion of Study Stage (iii)	3 October 2016
Contract Completion Date	30 December 2016

3.6. As shown above, Stage (i) and Stage (ii) have now concluded, resulting in a review of evidence to develop the strategic case for investment and an investigation of the technical and operational feasibility of a tunnelled link. This was detailed within an TPTS Interim Report published in November 2015.

3.7. Stage (iii) has begun and is focused on the assessment of options and the high level benefits that would be delivered. This stage is split into two phases. Stage (iii a) includes the development of a long-list of options and a high level assessment of the potential value for money of the different corridors and routes. This will be assessed via the development of an Early Assessment and Sifting Tool (EAST) specifically designed for the TPTS.

3.8. Stage (iii b) will take the long list of options and perform a shortlisting exercise based on the outcomes of the EAST. There will be a consideration of:

- Impacts, benefits and costs;
- Impact on local and regional labour market;
- Impact on current and future land use;
- Additionality assessment;
- Opportunities for creating a new light railway;
- Introducing road tolling;
- Calculation of the estimated cost and construction timescale; and,
- Risks and opportunities.

3.9. This stage will be completed by October 2016 and the principal deliverable will be a report to the TPTS Steering Group and TfN Executive Board which sets out the full findings of the study. This will update the previously published TPTS Interim Report and will fully assess the benefits of the trans-Pennine options brought forward from the previous stage, providing the strategic case, the economic case and the range of benefit-to-cost ratios for the various options. The output of the TPTS will be a strategic outline business case to be submitted to the Df, recommending a scheme for further consideration.

## SCR Governance and Input

- 3.10. The SCR Director of Transport is a member of the TPTS Project Board, overseeing the general direction and management of the project. It must be noted that this role is fulfilled through a TfN perspective, not a with a specific SCR remit.
- 3.11. As part of the stakeholder and public consultation on the TPTS, HE has been proactive in collecting wider comments on the emerging outcomes at key project milestones. This has been achieved through a number of Stakeholder Reference Groups (SRG), where organisations and community groups have been invited to events/workshops to provide their expertise and input. All South Yorkshire Local Authorities and Derbyshire County Council are invited and present at the SRG.
- 3.12. All formal SCR submissions to feed into the TPTS workstreams should come from the TEB. These will be developed via the SCR Executive Team and coordinated through Strategic Leadership Group with sign off from the appropriate board.
- 3.13. The next key point to input is in advance of the Stage (iii) b when shortlisting of options commences. SCR should proactively provide evidence to support these decisions and investigate and communicate the opportunities for potential complementary infrastructure.
- 3.14. Barnsley and Doncaster MBC's have already developed a proposal for enhancing connectivity to the trans-Pennine Tunnel and it may be the case that further options materialise. A convincing evidence base will be required for these schemes to be considered by the HE. Through the TfN Update Paper (TEB 23 February 2016), the TEB is asked to, in principle, endorse the development of an evidence base for complementary enhancements to the TfN Programme, including the Trans-Pennine links.

## 4. **Implications**

- i. Financial - None as a result of this paper.
- ii. Legal - None as a result of this paper.
- iii. Diversity - None as a result of this paper.
- iv. Equality - None as a result of this paper.

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Other sources and references:

FOR INFORMATION

**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**23 FEBRUARY 2016**

**RAIL NORTH UPDATE**

**Summary/Purpose of paper**

This paper provides an update for the Transport Executive Board on Rail North.

Rail North is the activity led by 29 Local Transport Authorities in the North to secure better rail services, initially focussed on the new Northern and Transpennine Express Franchises due to start on 1 April 2016. Both franchises will be managed through a Partnership Agreement signed by the Secretary of State for Transport and Rail North, by a new team based in Leeds.

Arriva will operate the new Northern Franchise and First Group the new Transpennine Express Franchise. Both franchises will deliver significant investment including over 500 new rail vehicles, withdrawal of all pacer trains and complete refurbishment of remaining diesel trains. There will be significant enhanced services and investment in stations. These improvements reflect the influence of Rail North on the franchising process, and its desire to see a transformation in rail in the North, based on its 20 year Long Term Rail Strategy.

The governance arrangements for Rail North are being put in place. This includes the Members Agreement that the Combined Authority has previously agreed to sign, and the way that Rail North is funded. Recruitment to the posts in the Rail North Team is now underway.

**1. Issue**

1. This paper updates the Transport Executive Board on developments of Rail North.

**2. Recommendations**

1. The Transport Executive Board is recommended to note the content of this report.
2. The Transport Executive Board is recommended to consider a nomination for a Deputy Director of Rail North, and pass this to the Combined Authority for approval.

**3. Background Information**

1. Rail North has been working to secure better rail services in the North for several years. Rail North is a partnership of 29 Local Transport Authorities in the North. Rail North has an adopted Long Term Rail Strategy which sets out how rail needs to develop over the next 20 years to better support economic development.

2. Based on its Long Term Rail Strategy, Rail North has worked with the Department for Transport (DfT) to significantly influence the specifications for the new Northern and Transpennine Express rail franchises due to start on 1 April 2016. As a result, both franchises will provide major improvements to rail services including new trains and better services.
3. The new franchises were procured by the DfT and will be managed jointly by a new Rail North/DfT team based in Leeds, through a partnership agreement between the two parties. The Partnership Agreement provides for the full devolution of the franchises to Rail North in due course subject to satisfactory progress.
4. The DfT announced the outcome of the franchise competitions on 9 December 2015. Arriva Rail North will operate the new Northern Franchise which will run to 2025. First Group will operate the Transpennine Express franchise which will run to 2023. The DfT has signed contracts with both operators and they are now finalising their delivery plans.
5. The headline improvements that the new franchises will deliver are:
  - £1.2 billion investment to boost rail services
  - 500 brand-new carriages, with “as new” refurbishment of remaining trains and withdrawal of all “pacer” trains by the end of 2019
  - A 40% increase in capacity for 40,000 more passengers
  - Major service enhancements in 2017 and 2019 – with more than 2,000 extra services a week, major improvements to Sunday services
6. The key points for the Sheffield City Region in the new Northern franchise are:
  - “Northern Connect” routes providing enhanced quality of service with new trains on longer distance routes. In the SCR the Connect Routes are Hull-Doncaster-Sheffield with some trains extended to Chesterfield, Bradford-Leeds-Wakefield Westgate-Sheffield-Chesterfield-Nottingham, Leeds-Wakefield Kirkgate-Barnsley-Sheffield-Lincoln.
  - These services will mean that an additional fast service each hour is provided between Sheffield, Wakefield Westgate and Leeds, complementing the existing Cross Country service, with a new fast service each hour to Lincoln. Barnsley will retain its current two fast trains per hour to Leeds and Sheffield, though the current Nottingham service will instead serve Worksop, Retford and Lincoln. Some Northern Connect trains will also serve Chapeltown.
  - On local routes, an hourly service between Sheffield and Manchester Piccadilly will operate daily compared to the current two-hourly service, though not all trains will serve all stations. More seats will be provided to address peak hour crowding. Sunday services will be hourly on most routes with earlier services.
  - The Transpennine Express service aims to deliver a 7 day timetable, meaning that service patterns on Saturdays and Sundays will be the same as on weekdays. The Cleethorpes-Doncaster-Sheffield-Manchester-Airport service pattern will be retained. All services on this route will be operated by Class 185 trains, which will be completely refurbished and will operate in 6 car formations between Doncaster and Manchester Airport.

- Both franchises will offer enhanced customer services, with delay replay from April 2016, free Wi-Fi on all trains, better catering on Transpennine Express and significant funding for station improvements. There will be enhanced facilities at “Northern Connect” stations and additional staffing at other stations. Both franchises will invest in new ticketing products, including supporting the Smart in the North programme being delivered through Transport for the North.
7. In general, the new franchises meet or exceed the SCR’s requirements as set out in the consultation response submitted in August 2014. Improvements to the Sheffield-Lincoln and Hope Valley routes, together with enhanced Sunday services are particularly welcome, as is additional capacity on both franchises. From what has been announced to date, it appears that it has not been possible to secure enhanced services for Rotherham, because of track capacity constraints and also the tram-train services due to start in early 2017. Early discussions with the new operators and Rail North will be beneficial to identify opportunities, e.g. the proposed Parkgate Station.
  8. The Combined Authority agreed to enter into the Rail North Members Agreement in December 2015. The Members Agreement defines the governance and funding arrangements for Rail North Ltd. Rail North Ltd is proposed to be funded by a £500,000 contribution from the Rail Administrative Grant allocations to the five Passenger Transport Executive areas, split according to their size. There is also a £36,000 annual total subscription from Rail North Members, and a £226,000 contribution from the Department for Transport. At the time of the CA paper, the DfT had not confirmed the continuation of Rail Administration Grant beyond 31 March 2016.
  9. DfT has now confirmed that Rail Administration Grant will be paid to SYPTTE for 2016/17 at the expected level. In addition, the way in which the £500,000 will be split between the PTE areas has now been agreed to the SCR’s satisfaction. DfT has not confirmed whether grant will be available after the 2016/17 financial year or what activities can be funded from it.
  10. The governance structures for Rail North comprise an Association of Partner Authorities, of which all 29 authorities are members; and a Board of 11 Directors, made up of the largest authorities or groups of authorities. The SCRCA is a member of both the Association and has a seat on the Board. Cllr Sir Richard Leese, Leader of Manchester City Council, is the chair of the Association with Baroness Cllr Liz Redfern, Leader of North Lincolnshire Council as Deputy. Cllr Liam Robinson, Chair of the Merseytravel Committee, is the Chair of the Rail North Ltd Board. Cllr Julie Dore is the SCR representative on the Association and a Director of Rail North.
  11. Rail North has asked that each Director has a nominated Deputy from the same authority or group of authorities. This means that the SCR will need to nominate a Deputy for Cllr Dore. Previously, it was agreed that the Deputy would be the Chair of the SCR Transport Committee, however that decision predates the establishment of the SCR Executive Boards, so it may be appropriate to revisit. The decision on the deputy will need to be made by the CA.
  12. Several appointments have been made to the Rail North team. David Hoggarth, previously Director of Development at West Yorkshire Combined Authority, has been appointed as the Rail North Director, responsible for supporting the Association and Board and dealing with Members. Fergus Robertson, who was working in the private sector, has been appointed Rail Director, North of England. His responsibility is to manage the franchises, guided by the Partnership Strategic Board. Other roles are in the process of being appointed to.
  13. The governance and staffing structures being put in place will ensure that Rail North is ready to play its full part in managing the Northern and Transpennine Express

franchises from 1 April. Rail North will also develop activity to be the voice of rail in the North, for example by influencing future rail investment, responding to rail industry consultations and seeking to influence other franchise specifications. This will include the forthcoming East Midlands Trains Franchise which is of particular interest to the SCR and expires in March 2018.

14. Rail North predates the establishment of Transport for the North, though the work done by Rail North with DfT and the extent of pan-regional partnership has helped its establishment. In the longer term, it is likely that rail strategy work will fall under Transport for the North, with Rail North concentrating on shorter term investments and on franchises, with the organisations likely to merge in the future.

#### 4. **Implications**

- i. Financial

There are no financial implications arising from this Report.

- ii. Legal

There are no legal implications arising from this Report.

- iii. Diversity

There are no diversity implications arising from this report.

- iv. Equality

There are no equality implications arising from this report.

**REPORT AUTHOR  
POST**

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Integrated Transport Manager**

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**SCR INFRASTRUCTURE EXECUTIVE BOARD**

**25 JANUARY 2016**

**AMP, WAVERLEY, ROTHERHAM**

No.	Item	Action
1	<p><b><u>Welcome and Apologies</u></b></p> <p>Present:</p> <p><u>Board Members</u>                      Mayor Ros Jones - Doncaster MBC, CHAIR                      Martin McKervey - Nabarro (LEP)                      Chris Scholey – Doncaster Bassetlaw NHS Foundation Trust (LEP)                      John Mothersole – SCC</p> <p>Apologies were received from Board Members: Neil Taylor (BaDC) and Cllr John Burrows, Chesterfield BC</p> <p><u>In Attendance</u>                      Amy Harhoff - SCR Executive Team                      Neal Byers - SCR Executive Team                      Julian Cosgrove – NEDDC                      Neil Johnson - Chesterfield                      Rob Pearson - HCA                      Ben Morley - SCC                      Tom Finnegan-Smith - RMBC                      Peter Dale – DMBC                      Paul Wilson - DDDC                      Ed Highfield – SCC                      Matt Gladstone - BMBC                      Craig Tyler - Joint Authorities Governance Unit</p> <p>+ Eleanor Dearle (BMBC) for item 10</p>	
2	<p><b><u>Declarations of Interest</u></b></p> <p>As Leader of the sponsoring Authority, Mayor Jones declared an interest in the Doncaster schemes to be discussed at item 8a.</p>	
3	<p><b><u>Urgent Items / Announcements</u></b></p> <p>The Board was advised of plans to feed into the Lord Adonis Infrastructure Commission consultation, to inform debate and ensure the Commission is well sighted in respect of the SCR’s key projects.</p>	

	<p>It was noted that Lord Adonis is hosting a roundtable discussion on the Commission in Sheffield next Monday. It was confirmed SCR representatives have been invited and will be attending.</p> <p><b>Action: John / Amy to confirm who from SCR is attending</b></p> <p>The Board was informed that the TEB have resolved to meet with John Cridland, the newly appointed TfN Chair. It was suggested that the IEB might also benefit from representation at the meeting.</p> <p><b>Action: Amy to discuss with Julie Hurley</b></p>	
4	<p><b><u>Gainshare Priority Setting</u></b></p> <p>A presentation was provided introducing the Board to the concept of Gainshare, this being the £30m x 30 year additional funding allocation which is being negotiated with Government.</p> <p>It was noted that Gainshare is a substantive element of what is now termed ‘the single pot’ that being the aggregation of Gainshare, previously agreed local growth deals and a ‘share of national programmes (totalling c. £1.25bn for the SCR).</p> <p>Members were informed that each Board is being invited to assess its priorities and consider how it wants to work up its own proposals for what schemes might be funded from Gainshare. This is in addition to a number of other stakeholder exercises which will inform the investment programme. It was noted that overarching conditions of eligibility have been determined to be:</p> <ul style="list-style-type: none"> <li>• Overall fit with the ambition and objectives of the SEP</li> <li>• Deliverability</li> <li>• Scalability</li> </ul> <p>This information will be collated and presented to a Leaders workshop to be scheduled for late February / early March, at which the potential priorities being proposed by the Executive Boards will be given formal consideration.</p> <p>It was noted that the size of the ‘share of national funding streams’ is still to be quantified but is expected to be significant subject to the ratification of the deal and further discussions with government departments.</p> <p>It was agreed that the key objective for each Board is therefore to secure its share of the devolution deal for programmes to deliver key thematic objectives through the development of a deliverable, scalable, realistic programme of investments that can start delivering from 1<sup>st</sup> April 2016.</p> <p>Consideration was given to what the Infrastructure theme’s ‘pitch’ to the Leaders might include.</p> <p>It was noted that there is a substantial outstanding requirement to</p>	



	<p>agree how all the collated ideas will be compared and assessed in an open and systematic manner. It was noted that a range of pan-thematic metrics will be required It was suggested that the ability to lever in additional private sector investment should be a key assessment criteria.</p> <p>Noting the ambition to spend and commence delivery with immediate effect, the Board urged recognition of realistic lead in times. It was noted that the Housing Board had a similar discussion and suggested the 2016/17 targets were not deliverable.</p> <p>It was noted that some bids might be forthcoming for funding for preparatory works on schemes, to ease pipeline constraints.</p> <p>It was agreed that the SCRIP needs to be the infrastructure theme's primary vehicle for determining the programme of activity.</p> <p>The Board acknowledged the magnitude of the task at hand and the significant amount of work required to ensure Gainshare is invested on the right schemes and against the right thematic proportions required to deliver the ambitions of the SEP.</p> <p>It was noted that the Gainshare infrastructure programme needs to be capable of inviting private sector investment.</p> <p>The Board discussed whether a Mayoral Development Corporation model might be a means of delivering some elements of the programme. It is expected such opportunities will be considered as the preferred mayoral model becomes known.</p> <p><b>Action: ALL to continue providing comments and ideas to Neal</b></p> <p>The group discussed whether the SEP is now out of date and whether the SCRIP out to be read as better guide to current market conditions and the policy landscape. It was agreed to undertake a quick comparison between the 2 documents to identify areas of divergence</p> <p><b>Action: Matt to undertake the SCRIP / SEP comparison exercise</b></p> <p>The Board acknowledged the need to not lose sight of the requirement to deliver existing programmes whilst planning for Gainshare, noting that some programmes were already underspending.</p>	
5	<p><b><u>SCRIP Key Messages</u></b></p> <p>The Board was provided with an update in respect of each SCRIP delivery area.</p> <p>Regarding the development of the final draft SCRIP, it was noted that this work will be led by IDG (next meeting 29<sup>th</sup> January). A semi-</p>	

	<p>final draft will be overseen by a panel of IEB, HEB and TEB reps mid-February and further refined ahead of the final draft being presented to the Board in March for board-ratification. It is intended that the SCRIP funding programme will then be agreed by October 2016.</p> <p><b>Action: Amy to circulate the presentation.</b></p>	
6	<p><b><u>Infrastructure Business Plan – Updated Draft</u></b></p> <p>The Board was presented with the draft 2016/17 Business Plan, setting out intended key investments, milestones, outputs and outcomes, risks and resource requirements for the forthcoming year.</p> <p>The Board agreed the plan was well set out and the information actually highlights areas of under-development in the other themes e.g. housing.</p> <p>It was noted that the CEX were mindful to the discrepancy between the rate the themes are developing, potentially as a consequence to varying levels of centralised policy development support, and were due to address this matter at the next CEX meeting.</p>	
7	<p><b><u>CIAT Recommendations</u></b></p> <p>A paper was tabled to present the recommendations of the Central Independent Appraisal Team for five business cases.</p> <ul style="list-style-type: none"> <li>• Doncaster Urban Centre: <ul style="list-style-type: none"> <li>○ Cultural and Civic Quarter</li> <li>○ Colonnades</li> <li>○ Waterfront East</li> </ul> </li> <li>• Upper Don Valley <ul style="list-style-type: none"> <li>○ Claywheels Lane</li> </ul> </li> <li>• Worksop Site Delivery and Vesuvius – PHASE 1</li> </ul> <p>John Mothersole took the Chair for the discussion on the Doncaster schemes. Mayor Jones did not participate in the debate on these schemes.</p> <p>It was noted that each recommendation relates to a Stage 1B full business case. The report therefore set out each recommendation and any associated conditions.</p> <p>It was confirmed that SCR officers are progressing the Worksop scheme in conjunction with D2N2 colleagues. This will help avoid any double counting of outputs.</p> <p><b>RESOLVED, that the Board Members:</b></p> <ul style="list-style-type: none"> <li>• <b>Agree the recommendation for Doncaster Urban Centre – Cultural and Civic Quarter to progress to Stage 2, noting the conditions.</b></li> <li>• <b>Agree the recommendation for Doncaster Urban Centre – Colonnades to progress to Stage 2, noting</b></li> </ul>	

	<p><b>the conditions.</b></p> <ul style="list-style-type: none"> <li>• <b>Agree the recommendation for Doncaster Urban Centre – Waterfront East to progress to Stage 2, noting the conditions.</b></li> <li>• <b>Agree the recommendation for Upper Don Valley – Claywheels Lane to progress to Stage 2, noting the conditions.</b></li> <li>• <b>Agree the recommendation for Worksop Site Delivery and Vesuvius – PHASE 1 to progress to Stage 2, noting the conditions.</b></li> </ul>	
8	<p><b><u>Programme Management Update</u></b></p> <p>The group was informed of organisational changes in the SCR Executive Team.</p> <p>It was confirmed that scheme promoters will experience ‘business as usual’ although will have spare contacts for policy and programme management matters.</p> <p>It was also reported that Mel dei Rossi will lead on the provision of performance data. The 2015/16 Q3 update will be reported to the next IEB.</p> <p><b>Action: Amy to provide all districts with an updated list of contact points</b></p>	
9	<p><b><u>Property Fund Investment</u></b></p> <p>A paper was presented to provide the Board with further details in respect of the proposed £10m loan from SCRIF to the SCR JESSICA and an update with regard to the development of a £5m EZ property fund.</p> <p>Members were reminded that at the last meeting, the Board considered two proposals for the development of property investment funds across the SCR with a £10m loan from SCRIF ‘slippage’ being made available to the JESSICA and a further £5m LGF to support development in the Enterprise Zone.</p> <p>The Board was advised that in respect of the membership of the JIB, it is proposed to request Neil Taylor; Chief Executive of Bassetlaw District Council becomes a member of the JIB and to represent the 5 ‘District’ Authorities. In addition a further private sector nomination from the LEP will be sought to maintain the balance of public and private sector.</p> <p>It was reported that further discussion has taken place with the SCR Executive Team to develop the SCRIF proposal to the point where the Investment Strategy and terms of the loan can now be agreed by the Board.</p>	

	<p>It was noted that this work presents an opportunity to keep the SCR's ambition for new Enterprise Zones on the agenda.</p> <p><b>RESOLVED, that the Board members:</b></p> <ul style="list-style-type: none"> <li>• <b>Approve the Investment Strategy subject to any material amendments suggested by the JESSICA Investment Board (JIB) and the JESSICA Limited Partner (SCC), and agree the Heads of Terms for the £10m SCRIF loan.</b></li> <li>• <b>Endorse the proposed amendment to the membership structure of the JESSICA Investment Board.</b></li> <li>• <b>Note the resourcing implications for the management and delivery of the Property Investment Funds.</b></li> <li>• <b>Note progress in respect of the Enterprise Zone Fund.</b></li> </ul>	
10	<p><b><u>Social Inclusion Key Messages – Infrastructure</u></b></p> <p>The group was introduced to work being led by the Social Inclusion and Equalities Board to devise a Social Inclusion Framework for the SCR and the SEP.</p> <p>It was noted that this work has commenced in respect of the CA's intention to not lose sight of the underpinning need to increase social inclusion whilst progressing ambitions for economic growth.</p> <p>It was noted that Executive Boards are currently being asked to comment on the proposed key objectives:</p> <ul style="list-style-type: none"> <li>• More people in employment and paid a living wage,</li> <li>• More people in work taking up training opportunities and progressing in work</li> <li>• More people living in affordable and decent quality homes</li> </ul> <p>The Social Inclusion and Equality Board's ambition to see its work embedded in the delivery activities and programmes under all thematic areas was noted.</p> <p>The Board were therefore asked to consider how the infrastructure theme might accord with this ambition and how that might equate into additional objectives. It was suggested that each district should nominate an officer to engage with this initiative. It was also suggested that contact be made with some private sector firms engaged with social inclusion activity.</p> <p><b>Action: ALL to confirm nominations to Eleanor</b></p> <p><b>Action: Eleanor / Martin to discuss private sector engagements</b></p> <p>From a purely regenerative perspective it was suggested that without</p>	

	<p>growth, there would be no growth to distribute. The Board's focus on social inclusion might therefore take the form of acknowledging that growth will not be spread evenly geographically and the challenge is therefore to ensure all SCR residents have the means to access those growth areas and employment opportunities. It was suggested that investment conditions might be levelled at funding recipients to ensure required social inclusion relevant standards are upheld.</p>	
11	<p><b><u>Infrastructure Executive Board Minutes</u></b></p> <p>The minutes of the previous Infrastructure Executive Board meeting held on 20<sup>th</sup> November were agreed to be an accurate record.</p> <p>All actions were noted as complete.</p>	
12	<p><b><u>Any Other Business</u></b></p> <p>i. <u>Provision of Reports</u> The Chair reiterated the importance of circulating reports for meetings at least 5 clear days in advance to ensure members have had the opportunity to digest the information to be considered.</p> <p>ii. <u>Superfast Broadband</u> The Board was asked to endorse the notion that broadband provision for new housing developments should be a legal requirement and support officers lobbying of Government on this matter. It was also suggested that locally, the Superfast Broadband team should be a statutory planning consultee.</p> <p><b>RESOLVED, that the Board endorse the actions being taken by officers in respect of increasing Superfast Broadband provision</b></p> <p><b>Action: Amy to raise this matter with planning leads</b></p>	
13	<p><b><u>Date of the Next Meeting</u></b></p> <p>26<sup>th</sup> February – AMP, Waverley Rotherham, 10.00am</p>	

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## SHEFFIELD CITY REGION COMBINED AUTHORITY

### TRANSPORT COMMITTEE

18 JANUARY 2016

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

Officers: S Davenport, S Edwards, K Platts, T Finnegan-  
Smith, N Firth, M McCarthy, N Robson and C Tyler

C/Supt Rob Odell and Joanne Wehrle, Safer Roads  
Partnership

Apologies for absence were received from Councillors T Fox,  
J Burrows, M Gordon and R Miller

#### 1 APOLOGIES

Members apologies were noted as above.

#### 2 ANNOUNCEMENTS

S Edwards informed Members that consultation has now closed on the Doncaster Bus Partnership proposals. 800 responses were received. Network proposals will be put before the Transport Committee on 29th February.

Public consultation will start on the proposed introduction of a Barnsley Bus Partnership on 14th March and will last for 6 weeks.

Network and scheduling changes in Sheffield, introduced following the recent consultation, have now been implemented. A number of performance issues were reported are being addressed by the introduction of some additional capacity and some further timetable amendments. Cllr Downing asked whether these remedial changes mean we now have confidence that buses will run to a much more effective timetable. S Edwards noted that signs are encouraging but this will be once more live data has been collated. Cllr Auckland asked what the passenger reaction has been to the changes. S Edwards confirmed that the volume of complaints is decreasing.

Cllr Auckland asked whether additional means can be introduced for the next Transport Committee meeting to enable more members of the public to comment on Bus Partnership reports. C Tyler confirmed this can be facilitated. Requirements and practicalities will be addressed ahead of the next meeting.

3 URGENT ITEMS

No urgent items were requested.

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

No declarations were declared.

6 REPORTS FROM AND QUESTIONS BY MEMBERS OF THE PUBLIC

The Chair welcomed the members of the public present and agreed to receive questions relating to the 2016/17 budget setting process (referenced at item 13: Financial Monitoring Report for 6 months ending 30th September 2015).

Mr Tony Nuttall, representing the Barnsley Retirees Action Group (affiliated to National Pensioners Convention) asked:

“What impact does this committee think that the change of rail franchise (referred to on page 29 of the pack) will have on the rail concessions for elderly and disabled pass holders? On page 30 there is reference to the Rail Administration Grant received from DfT to: ‘secure, monitor, advertise and carry out administrative tasks connected with the provision of railway passenger services’.

There is reference to “The DfT Rail North Partnership has agreed to provide this grant (approx. £1.2m) to SYPTE for 2016/17”

Does this cover the cost of continuing the rail concessions for elderly and disabled pass holders when Arriva Rail North takes over the franchise? Is it possible to extend that concession for the elderly so that half price travel is available into West Yorkshire again?

Given that on page 35 there is the information that the concessionary fare budget is estimated to underspend by 6% or £2million do councillors agree that the half price travel on trains into West Yorkshire or even the previous situation of free train travel for the elderly is quite easily attainable given that the budget for April 2014 said that the cost of free train travel in both South and West Yorkshire for elderly and disabled pass holders would have been £630,000 and there is obviously a cost for the present arrangement?”

Mr Alan Trickett, representing the South Yorkshire Freedom Riders asked:



“As the financial report shows that the total SYPTE budget is likely to be underspent for the year by 3% and the budget for concessions will be underspent by 6% does the committee agree that it is possible to return to the situation that elderly bus pass holders in South Yorkshire could have the previous concession of using their passes from 9am restored?”

This is of great concern to a number of us in different areas where bus travel is restricted because bus services are not very frequent. Some elderly people are not able to access a bus from their area until well into the morning whereas previously they could use a bus that runs between 9 and 9.30am”

Mr Trickett also commented on some innovations introduced by the operators themselves, such as TM Travel’s offer for elderly pass holders of a £1 fixed fare for journeys before 9.30am and Stagecoach offering free travel for people attending hospital visits, and asked whether the Committee can do more to widen the availability of such offers.

Ms Sharon Milsom, representing Sheffield Freedom Riders asked:

“I understand that it has been accepted that the consultation in Sheffield on the bus cuts had not been adequate. Are there any plans to undertake further consultation in Sheffield to improve services and in particular to meet the needs of elderly and disabled people? How are consultations on services in the other areas of South Yorkshire being done differently?”

And:

“Given that many elderly and disabled people use the tram in Sheffield and many from outside Sheffield use the various park and ride schemes to use the tram into Sheffield city centre to avoid driving into the centre does the committee agree that maintaining free use of the trams with the elderly and disabled bus passes is essential for the ease of transport for these groups but also for helping to minimise traffic congestion and air pollution in Sheffield? Does the committee agree to maintain this concession?”

The Chair invited officers to respond to the points raised in the representations.

S Edwards reiterated information regarding the processes in place to determine and develop the 2016/17 budgets for all areas of delivery. It was noted that no direct correlation can be drawn between a single year underspend and whether this can be used to fund other discretionary activity i.e. concessionary enhancements, due to the likelihood that underspends will be used to offset the funding cuts expected in future years and the need to consider budgetary sustainability over a longer period.

Regarding public questions in respect of bus partnerships, it was noted that the partnership model continues to be reviewed and improved through lessons learnt and other observations.

It was confirmed that full responses will be provided in writing.

Cllr Lelliott and whether elderly concessionary patronage is decreasing. S Edwards confirmed that it is but this is due to a number of factors including gender equalisation of the pensionable age (at which the concessionary pass is issued). Forecasts are that elderly concessionary pass usage will start to increase at some stage.

Cllr Weatherall asked that the PTE look at Mr Trickett's comments around a £1 fixed fare before 9.30am in more detail and consider how this offer might become more widespread, acknowledging that fares are set commercially and decided by the operators themselves.

The Chair reiterated he is wholly sympathetic with the thinking behind improving the concessionary offer but noted that the Combined Authority Leaders have the responsibility to set a budget mindful of all costings.

The Chair thanked the members of the public for attending and for their representations

RESOLVED, that the Transport Committee:

1. Instructs the PTE Executive Director to respond in writing to the questions posed at the meeting.

## **7 REPORTS FROM AND QUESTIONS BY MEMBERS**

Cllr Leech informed Members that he had attended the new BMBC Cycle Hub and recommended that representatives from the Cycle Hub programme might be invited to deliver a presentation to a future Transport Committee meeting.

## **8 RECEIPT OF PETITIONS**

Members were advised of the receipt of a number of petitions.

An 800 signature petition has been received calling for the restoration of the number 224 service in Sheffield.

A 260 signature petition has been received calling for the restoration of the number 67 service in Doncaster.

A 600 signature petition has been received requesting a new rail station for Askern.

A 460 signature petition has been received calling for the reinstatement of the Piccadilly Road / Wentworth Road bus service in Rotherham. This is currently being discussed with operators and RMBC Members will be informed of any developments.

A 24 signature petition has been received requesting a new bus shelter for a stop on Charlotte Road in Sheffield. This has been included on the shelter replacement programme for 2016/17 and is subject to the funding for the programme being approved.

An additional petition was handed by Ms Milsom in relation to the matters raised at item 6.

9 MINUTES OF THE MEETING HELD ON 23 NOVEMBER 2015

RESOLVED, that the minutes of the meeting of the Transport Committee held on 23rd November are agreed to be an accurate record of the meeting.

10 SAFER ROADS PARTNERSHIP - ANNUAL UPDATE (PRESENTATION)

The Chair welcomed C/Supt Rob Odell, Chair of the Safer Roads Partnership and Joanne Wehrle, Interim Safer Roads Partnership Manager to the meeting.

A presentation was delivered, providing Members with information regarding the background to the work of the Safer Roads Partnership, key findings from the 2014 Annual Report, the role of the South Yorkshire's safety cameras and the importance of local authority funding contributions and plans for the future in respect of the 3 substantive tranches of delivery: enforcement, education and engineering.

Discussing additional measures that might further drive down casualty rates, Cllr Downing requested more information regarding the potential benefits of graduated driving licenses. C/Supt Odell informed Members these are driving licenses for young drivers which are common in other countries and mean drivers must drive under constraints such as number of passengers, times of driving etc until a certain level of competence can be proven. Members discussed whether insurance premiums and the promotion of black box technology by the industry are an alternate means to deliver the same end of safer young drivers.

Cllr Law asked what else can be done to encourage cyclists to use cycle lanes and thus reduce their own risks of being involved in accidents. It was noted that the education delivery programme recognises the upsurge in cycling numbers over recent years and has a number of measures in place to reach the various types of cyclist.

Cllr Mordue asked whether more cameras could be placed on signalised junctions. It was noted that specific issues associated with a site are always considered and the cost of a red light camera is judged against other forms of remediation to maximise the effectiveness of limited funding.

Cllr Pidwell asked if the content of the speed awareness courses can be modified to engage with harder to reach audiences. It was confirmed that course content can be varied, however, it needs to be remembered that the courses are voluntary.

Cllr Pidwell asked if the recent modifications to the A57 between Rotherham and Worksop have had a statistical effect. It was noted that the effect of the speed limit reduction continues to be monitored.

RESOLVED, that the Transport Committee notes its support for the following recommendations:

1. To note the SRP's Annual Report for 2014 and the progress being made
2. To acknowledge the role of South Yorkshire Safety Cameras in helping to achieve the aims and objectives in the SCR Transport and Making South Yorkshire Roads Safer strategies
3. To urge the Local Highway Authorities to continue to contribute towards the cost of operations
4. To note steps being taken by South Yorkshire Police to improve efficiencies in back office operations and meet additional requirements for Smart motorways enforcement
5. To note that a formal Memorandum of Agreement is to be prepared setting out roles, responsibilities and funding commitments of each partner

11 SYPTE CAPITAL BUDGET 2016/17 AND RELATED WORKS

A report was provided to present the 2016/17 South Yorkshire Passenger Transport Executive (SYPTE) Capital Budget for approval to be submitted to the Combined Authority.

Members were reminded that the approval of the Capital Budget before the start of the financial year is a requirement of SYPTE's Standing Orders.

The report showed how the proposals fit into the Region's overall Transport Strategies and Goals, how the proposals were developed and consulted on and summarised ongoing revenue implications.

It was noted that as in previous years, a significant part of the budget is for committed schemes, often funded by project specific grants. However there is also a list of newer schemes that will contribute to the delivery of the Region's goals.

Members were advised that where projects or programmes are funded by capital and revenue sources, the whole scope is described to allow readers to understand the scale of the complete project rather than just the capitally funded elements.

It was noted that there is still a degree of uncertainty regarding some elements of next year's programme. The reasons for this include awaiting the result of bids and the details of SYPTE's involvement in SCR led work on some public transport issues.

It was confirmed that the bus shelter replacement programme is funded from the revenue budget and therefore not relevant to this capital report.

A question was raised regarding why Doncaster apparently receives a less than expected % of the overall capital spend budget. It was noted that this may be a

short term statistical blip. Programmes are equable where possible and determined by ongoing discussions with the districts.

Cllr Auckland suggested the report shows how a sizeable proportion of our funding directly benefits the operators and noted his hopes that they are mindful of this when negotiating on other areas of collaboration.

RESOLVED, that the Transport Committee

1. Endorses the contents of this report
2. Approves the 2016/17 SYPTTE Capital Budget (shown in Appendix A) for submission to the Combined Authority

## 12 RAIL SERVICES - ANNUAL REPORT

A report was received to update the Transport Committee on the work being undertaken by SYPTTE's Tram and Train Contract team in reviewing the delivery, performance and contract management of rail services operated throughout the county.

It was noted that as a co-signatory to the Northern Franchise, SYPTTE develops and oversees local passenger rail services, as well as being a statutory consultee to consultations from operators and other rail industry bodies.

SYPTTE has been consulted on a number of proposals this year including works relating to the new Platform 0 at Doncaster Station and through which a number of local station improvements have been secured.

Members were reminded that from April 2016 Arriva Rail North Ltd will be awarded the Northern Franchise.

RESOLVED, that the Transport Committee:

1. Notes the content of the report.

## 13 FINANCIAL MONITORING REPORT FOR 6 MONTHS ENDING 30 SEPTEMBER 2015

A Revenue Budget Monitoring Report was received showing budgets and actuals for the 6 months ending 30 September 2015, enabling the Transport Committee to fulfil its duties in respect of monitoring the transport budget pursuant to Section 15A (2) of the Transport Act 1968.

It was noted that the 2015/16 full year forecast for SYPTTE shows a favourable variance of £2.42m, compared to the budget (after the removal of the strategic hub due to the transfer of budget in July). It was also noted that the increase of £1m from the forecast at period 3 is wholly due to the forecasted increase in the savings made in respect of concessions and that the favourable variance will be carried forward and reflected in future years' budgets.

RESOLVED, that the Transport Committee:

1. Note the contents of this report.
2. Note the forecast full year outturn.
3. Note the level of earmarked reserves to report actions being taken to spend

CHAIR