

# Public Document Pack

## TRANSPORT EXECUTIVE BOARD

Date: Thursday 21 April 2016

Venue: Meeting Room 2, 1<sup>st</sup> Floor, 11 Broad Street West, Sheffield

Time: 2.00 pm

**Sheffield**  
**City Region**

COMBINED  
AUTHORITY

### AGENDA

Item	Subject	Method	Lead	Page
1	Welcome and Apologies	Verbal	Chair	
2	Minutes and 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 - Update	Verbal	C Tyler	
	<b><u>Business Items</u></b>			
6	Transport for the North Asks	Paper	J Hurley	9 - 18
7	SCR Transport Strategy Refresh	Paper	D Allatt	19 - 22
8	Rail North Update	Paper	J Brown	23 - 26
	<b><u>Updates</u></b>			
9	Strategic Transport Update Paper	Paper	J Hurley	
10	HS2 East Update	Presentation	J Hurley	
	<b><u>Minutes</u></b>			
11.1	Infrastructure Executive Board	Paper	C Tyler	27 - 32
11.2	Transport Committee	Paper	C Tyler	33 - 36
11.3	HS2 Programme Board	Verbal	J Hurley	

Item	Subject	Method	Lead	Page
<b><u>Actions &amp; Forward Planning</u></b>				
12.1	Agree Actions	Verbal	Chair	
12.2	Agree Items for Combined Authority Meeting 9 May 2016	Verbal	Chair	
12.3	Any Other Business	Verbal	Chair	

## SCR TRANSPORT EXECUTIVE BOARD

23rd FEBRUARY 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>            Martin McKervey (Nabarro / LEP) – in the Chair            Diana Terris, BMBC</p> <p>Apologies were received from Board Members: Cllr Julie Dore (SCC) and Neil Taylor (BaDC)</p> <p>The attendees suggested the CA / LEP summary report of the meeting should note that a number of Board members were unable to attend in the interests of offering a further, formal opportunity to challenge any of the arising draft recommendations.</p> <p><u>In Attendance / Advisory Members</u>            Matt Gladstone, BMBC            Peter Dale, DMBC            Simon Green, SCC            Steve Edwards, SYPTE            Julie Hurley, SCR Executive Team            David Allatt, 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 14th January were agreed to be an accurate record with the following exception:</p> <p>9. <u>Bus Franchising</u>            It was agreed this agenda item and the subsequent minute should have been referenced as <i>bus franchising and potential partnership models that devolution may facilitate</i> in recognition of the true status of the initiative.</p> <p>The following matters were noted as arising:</p> <p>8. <u>Social Inclusion</u></p>	

	<p>It was noted that officers met recently to discuss the emerging matrices and objectives against which social inclusion will be 'measured'.</p> <p>It is expected that transport related metrics will continue to evolve with the assistance of the Social Inclusion and Equalities Board.</p> <p><u>11. National Infrastructure Commission – Call for Evidence Post-Submission</u></p> <p>It was noted that further responses to the Commission and related engagements will be progressed at both district and City Region level. The merits of cohesive city region wide responses were acknowledged. It was noted we currently await the NIC's 'next steps'.</p> <p><u>14. Transport for the North</u></p> <p>The group discussed matters arising at the recent TfN meetings.</p> <p>It was noted that TfN have commissioned the undertaking of an independent economic review to inform the, to be undertaken, prioritisation work. The Board therefore considered the appropriate means via which the SCR's transport priorities need to be presented for consideration and the importance of ongoing dialogue with the TfN team. It was suggested this needs to be based on and informed by the good work already undertaken to develop the SCRIP evidence base.</p> <p>It was noted that TfN appear to be placing a significant degree of emphasis on the economic case for investment and this should therefore be a matter for local consideration.</p> <p>The Board discussed whether there was merit in promoting 1 'big SCR ask'.</p> <p>It was noted that the SCR is making the right connections, with 2 Board Members and 1 officer on the Executive and efforts will continue to represent the region's best interests as the TfN Business Planning process evolves.</p> <p><u>17. HS2 Programme Board</u></p> <p>The Executive Board discussed its relationship with, and responsibility over, the HS2 Programme Board and noted matters that will be likely discussions at future meetings.</p> <p>It was noted that significant actions are predicated on the government's awaited announcement of the preferred station location.</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><u>LSTF Transitional Funding</u></p> <p>Members were asked to note the email circulated by Julie H on 17th February regarding the LSTF Transitional funding bidding process, background, next steps and timescales.</p> <p>It was noted that the bid submission deadline is 18.00 on 29th March and due to Easter holidays and sign off requirements, officers are aiming to have the intended bid written by the 21st March.</p> <p>Members were advised that given the challenging timescales, work has commenced on devising the draft content of the bid, to be informed by knowledge around which schemes were successfully delivered under the previous iterations of LSTF.</p> <p>It was confirmed that a lack of bid writing expertise has been resolved.</p> <p><b>RESOLVED, that Members endorse the submission of the bid and agree the submission should be signed off by the Chairs of the CA and TEB.</b></p> <p><u>Network Rail Consultation</u></p> <p>Members were informed that as a follow up to Sir Peter Hendy’s previous report, further views are being sought on Network Rail’s programme, what it will deliver during the current control period (2014/19) and what will be delivered in future control periods.</p> <p>It was noted that responses have to be in for the 18 March 2016 and an urgent request is therefore being put before the Board for the delegated sign off of the consultation document.</p> <p><b>RESOLVED, that the Board agrees that Cllr Dore may sign off the consultation response.</b></p>	
5	<p><u>TEB Membership</u></p> <p>Members were informed of Cllr Syrett’s notice of intention to stand down from the Board.</p> <p>It was noted that efforts are underway to address the Board Member vacancies (1 x Leader, 1 x LEP Board Member).</p> <p>Members were advised that it has been confirmed the LEP member vacancy will need to be filled by an official member of the LEP Board. However, the Board suggested they would like to ensure Paul Lynch can take an active advisory role going forward where appropriate.</p> <p><b>Action: Craig to progress discussions and seek nominations</b></p>	

		CT
6	<p><b><u>TEB Business Plan 2016/17</u></b></p> <p>The Board was presented with a paper recommending the draft 2016/17 Sheffield City Region (SCR) Transport Executive Board (TEB) Business Plan for submission to the Combined Authority.</p> <p>It was noted that the Business Plan has been developed with guidance from the TEB Members and from advisory senior LA officers.</p> <p>Members were advised that at a recent session of the SCR Local Authorities' Executive Directors (held on 15th February), some late changes have been introduced as a result of ongoing developments. These relate to the Local Transport Plan, rail connectivity to RHADS, AMID connectivity and resourcing gaps.</p> <p>It was agreed that further prominence needs to be given to east-west connectivity</p> <p><b>Action: Dave to make the amends and circulate the revised version for endorsement prior to submission to the CA.</b></p> <p>It was noted that a number of unknowns still exist around the resources required to deliver the milestones of the Business Plan and how these will be sourced.</p> <p>Members were informed that the business plan breaks into two key areas (Delivery and Strategy &amp; Policy) and were asked to note the need to support strategy development to ensure SCR benefits from key national programmes such as Transport for the North.</p> <p>Members were informed that the following changes to the version published with the agenda pack were proposed:</p> <p><b>RESOLVED, that subject to the provision of the revised version, the Board Members agree to submit, to the SCR CA, the draft 2016/17 TEB Business plan for ratification as part of the SCR Delivery Plan 16/17.</b></p>	DA
7	<p><b><u>Gainshare Priority Setting</u></b></p> <p>Members were presented with a discussion paper setting 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).</p> <p>It was noted that the Combined Authority, subject to ratification of the deal, will determine its criteria for deployment of Gainshare and to inform this work, the 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</p>	

	<p>from Executive Boards.</p> <p>It was suggested that the project costs need to be presented in 'whole life' terms i.e. inclusive of longer term maintenance requirements.</p> <p>The board recognised the importance of identifying the benefits to the other themes of transport investment.</p> <p>It was noted that a Leaders' workshop will be convened mid-March to bring the 5 Gainshare themes together and begin the process of prioritising spend (subject to the ratification of the Devolution Deal).</p> <p><b>RESOLVED, that the Board will go through the proposed Gainshare programme for transport in more detail at the next meeting.</b></p>	
8	<p><b><u>External Projects</u></b></p> <p><b><u>Transport for the North</u></b></p> <p>A paper was presented to provide an update on the progress made against the Transport for the North (TfN) project.</p> <p>It was agreed that the draft Commission for building an evidence base would be shared for endorsement prior to commencement.</p> <p>It was agreed there is a need to ensure CEX and strategic Boards are keep aware of the emerging 'asks' of TfN.</p> <p><b>RESOLVED, that the Board Members:</b></p> <ol style="list-style-type: none"> <li><b>1. Note the progress of the Cities &amp; Local Government Devolution Act in setting TfN as a statutory organization.</b></li> <li><b>2. To note the process for commenting on the TfN March Report.</b></li> <li><b>3. Note the progress being made on the TfN workstreams.</b></li> <li><b>4. Recommend the CA agree the spending of up to £100,000 to develop an evidence base for complementary enhancements to the TfN Programme.</b></li> </ol> <p><b><u>Trans-Pennine Tunnel</u></b></p> <p>A paper was presented to provide details of the Trans-Pennine Tunnel Study (TPTS) workstream and a proposal for how SCR should input.</p> <p>It was noted that Highways England is leading the (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.</p> <p>SCR's involvement with the various groups engaged with this</p>	

initiative was explained.

**RESOLVED, that the Board Members:**

- 1. Note the key project milestones and approve the proposed governance approach to provide input into the TPTS.**
- 2. Note the need to steer the TPTS from the SCR perspective.**

### **Rail North**

A paper was presented to provide an update on developments for Rail North.

Regarding Northern and TransPennine franchising arrangements, it was noted that 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.

It was noted that the governance arrangements for Rail North are still being finalised and include the Members Agreement that the Combined Authority has previously agreed to sign, and the way that Rail North is funded. It was confirmed that recruitment to the posts in the Rail North Team is now underway.

Members were informed that Rail North has asked that each Director has a nominated Deputy from the same authority or group of authorities. As SCR is a Board Member, this means that the SCR will need to nominate a Deputy for Cllr Dore. It was noted that 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. It was confirmed that the final decision on the appointment of the Deputy will need to be made by the CA.

**RESOLVED, that the Members**

- 1. Note the content of this report.**
- 2. Request that the CA bestow the nomination for Deputy Director of Rail North.**

### **Key SCRIP Findings / Recommendations**

A presentation was provided to explain the relevance and importance of transport to SCRIP.



	<p><b>Action: Dave to circulate the presentation</b></p> <p>It was noted that the proposed SCRIP key recommendations for transport centre around:</p> <ul style="list-style-type: none"> <li>• Wider connectivity to other regions</li> <li>• The need for a 21<sup>st</sup> Century mass transit system</li> <li>• The better promotion of the SCR as an international gateway.</li> </ul> <p>It was noted that the draft SCRIP will be put before the March meeting of the CA. Subject to ratification, formal launches will be held locally and in London during the spring.</p> <p>The SCR Transport Strategy will then be revised to ensure its fit with the SCRIP.</p>	<b>DA</b>
<b>10</b>	<p><b><u>Any Other Business</u></b></p> <p>No additional matters noted.</p>	
<b>19</b>	<p><b><u>Date of Next Meeting</u></b></p> <p>21st April, 2.00pm at Sheffield Town Hall</p>	

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**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**21 APRIL 2016**

**TRANSPORT FOR THE NORTH ASKS**

**Summary**

- This paper will inform a discussion on the fundamental Sheffield City Region (SCR) 'ask' of Transport for the North (TfN).
- TfN is a partnership of local authorities and local enterprise partnerships across the North working together to provide a single voice to Government. TfN is seeking to grow the North's economy as a counterweight to the South East, and deliver the transport system that supports this.
- TfN covers 9 workstreams across the North's LEP areas. Whilst SCR will seek to maximise its benefit from each workstream, the SCR needs to clearly articulate its primary 'asks' from TfN.
- This paper presents a suggestion of three key asks that could form the overarching SCR strategic narrative on TfN:
  - **Northern Powerhouse Rail** – 30 minute journey time and frequency enhancement from Sheffield to both Leeds and Manchester.
  - **Trans-Pennine Road Connectivity** – Faster, safer and more resilient road connectivity between SCR and Manchester provided through a new trans-Pennine link (tunnel).
  - **International Gateway** – connectivity investment to strengthen the role of Doncaster Sheffield Airport as a key northern international gateway and freight hub.
- Other areas of TfN remain essential, such as integrated smart ticketing and comprehensive local connectivity packages. However, at the strategic level, it is important that SCR agrees its primary asks.

**1. Issue**

- 1.1. It is important that SCR maintains a clear view of its top overarching priorities to influence the development of Transport for the North.
- 1.2. This paper facilitates a discussion regarding the fundamental SCR asks of TfN by presenting a recommended 'ask', made up of three components.

## 2. Recommendations

- 2.1. The TEB is recommended to discuss the fundamental 'ask' of TfN and make a recommendation to the SCR Combined Authority (CA) to agree the SCR ask.

## 3. Background Information

### Background

- 3.1. This paper seeks to facilitate a discussion on SCR's overall ambition for TfN, recognising that all TfN workstreams are important. This paper suggests a key 'ask', made up of three components, to shape the SCR strategic narrative on TfN. Having a concise and clear 'primary objective' which is supported by evidence and agreed by the CA will aid effective discussion with TfN partners whilst providing focus locally. It should be acknowledged that TfN will take an evidence base approach to deciding investment priorities, therefore it is important that the SCR works with TfN to shape its development and provide evidence that supports the SCR issues
- 3.2. If SCR priorities are to be taken forwards through TfN, it is essential that the SCR ask is consistent with the TfN strategic vision as set out below.

### The Economic Case for Investment

- 3.3. The primary remit of TfN is to work in partnership with the Department for Transport (DfT) and national agencies (Highways England, Network Rail and HS2 Ltd) to deliver long term connectivity improvements in the North. The enhancement to the existing transport network will facilitate the creation of a single economy and is crucially important to achieve the ambition of the 'Northern Powerhouse'.
- 3.4. The key TfN document is the Northern Transport Strategy published in March 2015 jointly with Government. As set out on its website, the TfN strategic vision is fundamentally focused on the following<sup>1</sup>:
  - Transformed rail connectivity between the North's main centres with radically improved journey times and frequencies to support a single economy.
  - Improved east-west major road links to ensure better and more reliable journey times between the major cities within the North
  - A single distribution network that looks across modal boundaries in a more sustainable way
  - Ensure the North's airports attract the highest possible levels of international connectivity
  - Better local connectivity to priority areas for jobs growth
  - An integrated, single smart ticketing and fares solution across the North that works on all modes of public transport
- 3.5. The TfN Spring Report, published in March 2016 reaffirms the commitment to invest in a comprehensive package of transport measures to make the North a more attractive place to live, work and do business, to boost economic growth and support the North's people and employers to fulfil their potential.

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<sup>1</sup> Transport for the North (2016), Transport for the North; Our Work, <http://www.transportforthenorth.com/our-work.html>

- 3.6. TfN has commissioned the Northern Independent Economic Review (IER) which provides an understanding of the economic profile of the TfN area. The 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 require a combination of increasing high value activity and creating more jobs.
- 3.7. The IER profiles areas of north's sectoral specialism to develop a unique selling point and maximise agglomeration. These have been identified under two headings; primary (Advanced Manufacturing, Energy, Digital and Healthcare) and enabling (Finance and Professional services, Education and Logistics). The outcomes of the IER are complementary to the SCR Strategic Economic Plan (SEP), with a clear link between our local growth sectors and the need for the North to grow these industries.
- 3.8. The prioritisation of future TfN interventions will be tested against the productivity enhancement of the IER primary and enabling sectors. Therefore it is essential that the SCR TfN ask is developed with the understanding that providing growth in the IER sectors needs to be evidenced.

#### Workstreams

- 3.9. To date, SCR partners have fed into the development of the individual TfN workstreams. In all cases, TfN will conduct a prioritisation exercise to understand which projects/schemes will best deliver against the North's economic objectives. **Appendix A** details each workstream in turn, setting out the SCR outcomes and outputs that have been included in the TfN discussions to date.

#### Priorities

- 3.10. SCR's priorities could comprise of a number of outcomes from **Appendix A** and potentially others. This paper puts forward an initial suggestion based on the interventions that could deliver the most transformational benefit to the SCR and best align with the SCR's and TfN objectives. TEB is asked to discuss and make a recommendation to the CA of the 3-4 'big ticket' components of the SCR TfN 'ask' based on the initial suggestion below;

- **Northern Powerhouse Rail** – 30 minute journey time and frequency enhancement between Sheffield, Leeds and Manchester. *Improved rail connectivity is a fundamental component of TfN and SCR should work to influence SCR's inclusion within the workstream output.*

The SCR SEP and Transport Strategy references the importance of strong external rail connectivity; this includes maximising the economic benefits of HS2. Using evidence outlined in the Northern Way Study and Centre for Cities<sup>2</sup>, it is reasonable to conclude that the performance of the links between Sheffield and both Manchester and Leeds are poor in comparison with other rail connectivity across the North. The SCR consider the uplift of service frequency and journey times as essential and overdue.

TfN provides the opportunity to rectify this, with a target of a 30 minute journey time from Sheffield to both Leeds and Manchester which will significantly improve the SCR's rail connectivity and provide much needed capacity on commuter routes. This will widen labour market catchment and improve business to business links within the IER sectors. Local evidence suggests that a 30 minute journey time between Sheffield and Manchester will

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<sup>2</sup> Centre for Cities (2014), Fast Track to Growth, <http://www.centreforcities.org/publication/fast-track-to-growth/>

increase travel to work demand for rail services by 55%, with this figure increasing further if a quicker journey time is achieved.

Improved rail connectivity provides the opportunity to regenerate NPR Hubs (stations), therefore focusing growth in central areas and creating job opportunities in accessible locations.

The constraints on the existing trans-Pennine rail network have led to a commuter deficit between the Sheffield and Manchester City Regions, leading to lower than expected levels of economic interaction (commuting and labour market catchment)<sup>3</sup>. The SCR has conducted an initial investigation<sup>4</sup> into latent demand for trans-Pennine trips and the economic impact of new/enhanced connections. A key conclusion is that the achievement of a 30 minute journey time by rail would increase demand for rail services by 55%. This figure increases further if a quicker journey time is achieved. This is an existing priority of the TfN Northern Powerhouse Rail programme and has been included in the Conditional Rail Outputs of the NTS.

- **Trans-Pennine Road Connectivity** – Faster, safer and more resilient road connectivity between SCR and Manchester City Region provided through a new trans-Pennine link (tunnel). *Current connectivity to Manchester (and the west) is notably poor with evidence suggesting that this caps the economic potential of the SCR.*

The poor road network between the SCR and Manchester (and Manchester Airport) has been highlighted within the SCR SEP and Transport Strategy as a key connectivity gap which needs to be addressed. The current road journey time is unreliable, with existing road links (A57, A628/A616, M1 and M62) all constrained by congestion, unreliability, resilience and unattractive journey times<sup>5</sup>. A reduction in journey time and improved resilience will increase the attractiveness of road connections, therefore promoting greater levels of commuting and business interaction.

In common with the rail network, poor road connectivity between the SCR and the Manchester City Region leads to a commuter deficit meaning less economic interaction between the two city regions. The Department for Transport Trans-Pennine Tunnel Study Interim Report<sup>6</sup> has carried out a very high level illustrative scenario modelling of productivity effects on business from better links between Sheffield and Manchester. These scenarios show productivity benefits of between £171m and £421m per annum, with further potential gains to productivity arising from increased competition across markets.

In addition, an improved transport link across the Pennines would provide greater scope to unlock housing and employment land within the SCR whilst supporting investment in complementary infrastructure such as the 'Pan Northern Connectivity' link between the M18, A1 and the M1

There are other strategic highway issues that are of key importance to SCR's success, such as work at Tinsley Viaduct (J34 M1). We envisage that these issues will be addressed through TfN's future dialogue with Highways England on the second Road Investment Strategy (RIS2).

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<sup>3</sup> KPMG (2014), The Case for Improving City to City Connectivity in the North (Not Publically Published)

<sup>4</sup> Sheffield City Region (2015), The 'Latent Demand' for Travel across the Pennines, (Not Publically Published)

<sup>5</sup> Department for Transport and Highways England (2015a), Trans-Pennine Routes Feasibility Study - Stage 1 Report, March 2015, [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/409034/trans-pennine-stage-1-report.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/409034/trans-pennine-stage-1-report.pdf)

<sup>6</sup> Department for Transport and Highways England (2015b), Trans-Pennine Tunnel Study Interim Report [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/480668/trans-pennine-tunnel-interim-report.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/480668/trans-pennine-tunnel-interim-report.pdf)

- **International Gateway** – connectivity investment to strengthen the role of Doncaster Sheffield Airport as a key northern international gateway and freight hub. *The Airport and associated Enterprise Zone offer great economic potential and can support the delivery of the freight and international connectivity ambitions of the North.*

TfN provides the opportunity for the Airport to deliver the connectivity package required to meet its full economic potential, as outlined in its vision. The SCR has already invested in the airport through the delivery of Finningley and Rossington Regeneration Route Scheme (FARRRS) Phase One. The infrastructure is showing early signs of success with new flights and reported growth. However, we recognise that further connectivity enhancements are required to maximize the airport’s growth potential.

The Airport does not currently have rail connectivity. TfN could provide a mechanism to support the delivery of rail links. There is also a proposal to build on the recent highway investment by the completion of FARRRS Phase Two. This connectivity investment would supplement commercial activity led by the airport operator, which is primarily focused on attracting more freight and passenger movements through airport.

The International Workstream is important to the SCR as it provides the opportunity to define the role of the North’s airports and provide a coordinated policy input into the aviation industry.

The SEP recognises the importance of the Airport as a catalyst for investment and business development hence its designation as an Enterprise Zone. The airport can capitalise on new opportunities associated with business and general aviation, as well as delivering a freight and logistics multimodal hub that compliments the overall offer in the North.

- 3.11. Although this paper focuses on the three primary ask. In all cases, a seamless, integrated smart ticketing offer and a comprehensive local connectivity package for the region are key to realising SCR’s ambition. The SCR will continue to influence the delivery of the wider package of measures.

Next Steps

- 3.12. TEB is asked to discuss the core TfN ask for the SCR with a view to making a recommendation to the SCR CA in May.
- 3.13. By having a formally established core position, the SCR can focus its influence accordingly and develop an evidence base to support the discussion promote investment

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

Other sources and references:



Workstream	Desired Outcome	TfN Outputs under consideration	Policy Implication	Process
Northern Powerhouse Rail	<b><i>30 minute journey times and improved frequency between SCR and the North's main Cities and Manchester Airport.</i></b>	<ul style="list-style-type: none"> <li>▪ <b>Sheffield to Leeds:</b> The current most promising option is use of HS2 provided that a direct connection to Sheffield City Centre and a suitable timetable can be achieved.</li> <li>▪ <b>Sheffield to Manchester/Manchester Airport:</b> options include the 'central High Speed Route' and significant upgrades to the Hope Valley Line.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The SEP and Transport Strategy references the importance of strong external rail connectivity; this includes maximising the economic benefits of HS2.</li> <li>▪ Opportunity to focus growth and regeneration around the NPR Hubs (stations).</li> </ul>	The NPR work is currently developing an approach to prioritise the best performing option on each corridor that meets or moves towards meeting the conditional outputs for journey times and frequencies. It is not currently seeking to sequence between corridors. The SCR will remain closely involved in the workstream and is currently the lead TfN partner on NPR.
Highways	<b><i>Delivery of trans-Pennine improvements to provide a faster, reliable and more resilient road connection between SCR and Greater Manchester</i></b>	<ul style="list-style-type: none"> <li>▪ <b>Trans-Pennine Tunnel:</b> The investigation into the feasibility of constructing a direct all-weather link between Greater Manchester and the SCR.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The SEP and the Transport Strategy emphasise the need for reliable road connections to maximise economic growth.</li> <li>▪ Improved road network across the Pennines will address a long standing connectivity gap, facilitating greater economic interaction through access to labour markets business links.</li> <li>▪ The improved transport links provide greater scope to unlock housing and employment land.</li> </ul>	The SCR is a key stakeholder within the development of the trans-Pennine Tunnel and the A628 Improvements. We will continue our close engagement with Highways England to make the case for this investment. Where possible, new evidence will be created to support our ambitions.

Workstream	Desired Outcome	TfN Outputs under consideration	Policy Implication	Process
Strategic Local Connectivity	<b><i>A package of local connectivity enhancements focused on providing attractive, rapid journeys between key economic locations within SCR.</i></b>	<p>SCR partners have submitted a list of connectivity packages for TfN consideration;</p> <ul style="list-style-type: none"> <li>▪ Doncaster Urban Centre Enhanced Connectivity</li> <li>▪ Sheffield – Barnsley – Leeds rail corridor</li> <li>▪ High Speed Rail Connectivity Package</li> <li>▪ New road link between the M1 and M18 via Dearne Valley to trans-Pennine road tunnel</li> <li>▪ Rotherham Urban Area Enhanced Connectivity:</li> <li>▪ Sheffield Centre Multi Modal Connectivity Package:</li> <li>▪ Advanced Manufacturing Innovation District Connectivity Package (including mass transit)</li> <li>▪ Barnsley Economic Corridor Connectivity</li> <li>▪ Chesterfield Town Centre Connectivity</li> <li>▪ Dearne Valley Transport Package:</li> <li>▪ M1 Junction 36 and 37 Package</li> <li>▪ Robin Hood Airport Connectivity</li> <li>▪ A61 Whittington Moor Roundabout and Bus Interchange</li> </ul>	Success of the SEP is dependent on effective internal connectivity maximises the benefits of new strategic internal connections.	<p>TfN has initiated a sifting exercise to develop a non-definitive list of potential local transport projects that best satisfy TfN economic objectives (compliance with the Northern Independent Economic Review).</p> <p>It has not yet been made clear how funding will be allocated to each tier of the scheme categorisation.</p>

Workstream	Desired Outcome	TfN Outputs under consideration	Policy Implication	Process
<b>International Connectivity</b>	<b><i>Increase the attractiveness of Doncaster Sheffield Airport through a clearly defined role and improved surface access</i></b>	<ul style="list-style-type: none"> <li>The workstream is in formative stage. Options are being developed by SCR.</li> </ul>	<ul style="list-style-type: none"> <li>The SEP, Transport Strategy and the SCR Local Plans acknowledge that RHADS is an important asset to the SCR economy. It is the only international gateway within the region whilst also being an area of significant economic potential given its enterprise zone status and supporting business parks.</li> </ul>	The Chair of TfN will bring together a Commission on the International Connectivity of the North, setting out the issues that are effecting growth and concluding with recommendations for improvement. SCR will be involved in the workstream highlighting the barriers of RHADS and connectivity solutions.
<b>Freight</b>	<b><i>SCR to remain competitive across all modes of freight, recognising the advantageous strategic location of the SCR for growth in the logistics sector</i></b>	<ul style="list-style-type: none"> <li>TfN Freight and Logistics Strategy sets out the general requirement for Distribution Centres, rail network upgrades and Road enhancement</li> <li>Options are being developed by the SCR.</li> </ul>	<ul style="list-style-type: none"> <li>The Freight and Logistics industry accounts for a significant proportion of the SCR economy and has been recognised through the SEP as a key growth sector.</li> <li>It is essential that the right conditions for growth are realised within the SCR.</li> </ul>	Through engagement with this workstream, the SCR will raise the awareness of the development potential of the SCR's logistics hubs, including the iPort and RHADS in Doncaster, SIRFT in Sheffield, Markham Vale in Chesterfield and the Derbyshire/Peak District quarries.
<b>Smart Ticketing and Integrated Travel</b>	<b><i>The delivery of SMART NORTH, a ticketing product which seamlessly integrates with the public transport system of the SCR and wider northern cities.</i></b>	<ul style="list-style-type: none"> <li>To develop a consistent and fair multi-modal ticketing (northern 'Oyster Card' system) and transport information proposition across the North.</li> </ul>	<ul style="list-style-type: none"> <li>SMART ticketing is a key ambition of the SCR Transport Strategy as a mechanism that has a significant bearing on customer experience and modal choice.</li> </ul>	The first step in this process is ensuring that SYPTE influences the Pan Northern product proposals, advising on the specific issues and complications experienced within South Yorkshire/SCR.

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**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**21 APRIL 2016**

**SCR TRANSPORT STRATEGY REFRESH**

**Summary/Purpose**

The SCR Executive Team is to undertake a refresh of the Strategic Economic Plan (SEP). This would be complemented by a refresh of the Transport Strategy as detailed in the TEB Business Plan.

In order to be ready to progress the Transport Strategy Refresh alongside the SEP Refresh the Transport Executive Board (TEB) is asked to endorse the scope of work and external resources for the SCR Transport Strategy.

The current Transport Strategy is 5 years old, with a number of key actions now delivered. Furthermore the current Strategy does not reflect the devolution agenda, current SCR governance and the role of the infrastructure plan, or major connectivity projects such as Transport for the North.

The report proposes that the TEB steers this work, supported by the SCR Executive and a dedicated strategy development group providing technical advice.

A 5 year Implementation Plan will sit beneath the Transport Strategy to assist delivery by Local Authorities and South Yorkshire Passenger Transport Executive.

**1. Issue**

- 1.1. The SCR Executive Team is to refresh the SEP. This would be complemented by a refresh of the SCR Transport Strategy. The original Transport Strategy is 5 years old, with a number of its key actions now delivered.
- 1.2. In order to be ready to progress the Transport Strategy Refresh alongside the SEP Refresh, the TEB is asked to endorse the broad scope of work and external resources to assist delivery of the SCR Transport Strategy refresh and the Implementation Plan that accompanies the Strategy.

**2. Recommendations**

- 2.1. The TEB is asked to discuss and agree the scope of the SCR Transport Strategy Refresh.

- 2.2. That the TEB endorses procurement of external resource to assist with the work, so that the SCR Executive team can move quickly once details of the SEP refresh are agreed.
- 2.3. That the TEB steers and oversees the work of the SCR Strategy Refresh.
- 2.4. That the TEB note the proposal that the CA will be asked to delegate to the SCR Executive Team Head of Paid Service, authority to operationalise the delivery plan for this work.

### 3. **Background Information**

- 3.1. The SCR Transport Strategy needs to be updated to reflect the significant progress made since its publication in terms of (a) the completion of projects and schemes identified in the Transport Strategy and (b) governance and contextual changes i.e. funding devolution and Transport for the North (TfN).

#### **Scope**

- 3.2. The following key activities are suggested:

- **Update Context:** *Ensure the Strategy is set within the context of Devolution, The SCR Investment Fund and major national programmes such as TfN and High Speed Rail 2.*
- **Develop Transport Vision:** *To provide a longer term horizon it is proposed that a transport vision is developed in parallel that looks to 2040 and sets out how the SCR transport network will look if we are successful.*
- **Make links to the SCR Integrated Infrastructure Plan (SCR IIP):** *Set out how SCR Transport Strategy will influence SCR IIP and the links between the two.*
- **Alignment with Strategic Economic Plan (SEP):** *the strategy refresh must align with the economic priorities and growth areas set out in the SEP and dovetail with the SEP Refresh*
- **Update modelling and policy tests:** *Develop and present up to date evidence base. Separate discussions are currently taking place regarding the wider approach to modelling.*
- **Develop policies:** *The 2011 Strategy has 26 policies for the Transport Network. The refresh would include a review of these policies and modification as deemed appropriate.*
- **Identify key potential interventions/interdependencies and alignment to other policy areas:** *Set out key potential interventions and delivery mechanisms to enable policy delivery.*
- **Determine approach to monitoring / targets / conditional outputs:** *Agree the fundamental targets associated with the Strategy, linked to SCR programme management activities.*
- **Undertake public consultation:** *Consult local stakeholders and the public on the SCR Transport Strategy Refresh*
- **Develop a Strategy Delivery Plan:** *Develop a short and medium term implementation/delivery plan to set out how policies will be achieved.*

3.3. The TEB is asked to discuss the scope of the SCR Transport Strategy Refresh based on the above principles.

### **Milestones**

3.3. It is proposed that the SCR Transport Strategy is developed based on the following key milestones:

- TEB discussion on scope of Transport Strategy refresh – April 2016
- Formal approval by CA – to be confirmed dependent upon SEP refresh – indicative date May/June
- Engagement with key stakeholders – indicative date May/June 2016
- Commission external resource to support strategy development - indicative date May/June 2016
- Evidence update and review – May/June 2016 (This activity could commence once external support is procured)
- Policy workshop – Summer 2016
- Drafting of consultation document – Summer 2016
- Internal consultation – Autumn 2016
- Draft public consultation document agreed – Winter 2016
- Public consultation – Winter 2016
- Public consultation response – Early 2017
- Sign-off – Spring 2017
- Launch – Spring 2017

### **Governance and Resourcing**

3.4. Drafting of the Refresh will be led by the SCR Executive Team. It is proposed that additional consultancy expertise will be brought in to support the Executive Team. A brief, has been developed with SCR Local Authority/SYPTE officers and is available upon request.

3.5. It is proposed that the CA will be asked to delegate oversight for the SCR Transport Refresh to the TEB who will ultimately own and steer the document. The CA will also be asked to delegate to the SCR Executive Head of Paid service authority to operationalize the delivery plan for this work.

3.6. It is proposed that the working development of the document is coordinated by a 'Strategy Development Group' (SDG) led by the SCR Executive team, made up of officer and private sector representatives from across the SCR. Where possible existing meeting slots will be utilised. The SDG will report into the TEB on progress and will be accountable to the TEB for delivery of the Strategy Refresh.

3.7. The SDG will as part of its work require input from, specific technical advisors and economic officers as appropriate.

3.8. Existing information and evidence will be used wherever possible to avoid duplication and to ensure value for money. This includes the evidence base used to inform the SCR Integrated Infrastructure Plan.

## **4. Implications**

### **i. Financial**

The **approximate** budget is as follows:

External support as set out in brief - £50/60,000  
Public consultation - £30/50,000  
Evidence Update – £15,000 – 35,000

All of the above will be subject to competitive tender processes.

- ii. Legal  
None, through procurement advice will be sought when required
- iii. Diversity  
A key part of the workstream is ensuring that the SCR Transport Strategy meets all diversity and equality requirements.
- iv. Equality  
See above

**REPORT AUTHOR – David Allatt**

**POST** - Planning and Sustainability Manager, SCR

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**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**21 APRIL 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 25 Local Transport Authorities in the North to secure better rail services, initially focussed on the new Northern and Transpennine Express Franchises which commenced on 1 April 2016. Arriva is operating the new Northern Franchise. First Group is operating the Transpennine Express Franchise. These are being managed by a team based in Leeds and guided by the Partnership Agreement between Rail North and the Department for Transport signed in March 2015.

Rail North is developing its capability to influence future rail investment planning. This includes developing a single programme of partner infrastructure schemes and Rail North acting as joint client for the Transpennine Route Upgrade.

The intention is that Rail North will in time become part of Transport for the North. The governance arrangements to allow this to happen are currently being developed.

**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.

**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 25 Local Transport Authorities in the North. The number of Rail North Members has recently reduced from 29 with the establishment of the Tees Valley Combined Authority. 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 which commenced on 1 April 2016. 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.
3. The new Northern Franchise is operated by Arriva and runs to 2025. Arriva has chosen to retain the name “Northern”, albeit with a new logo. In common with its practice elsewhere, First has chosen to use the branding “Transpennine Express” with a new logo which does not expressly refer to First.
4. Both franchises include significant plans for growth, in terms of more frequent services, new routes and increased passenger capacity. All “pacer” type trains will be withdrawn from the Northern Franchise by 2019 and remaining diesel trains will receive an “as new” refurbishment. This will include compliance with disability requirements and other improvements such as free Wi-Fi on all trains.
5. Both franchises include substantial fleets of new vehicles. In January 2016, an order of 281 vehicles for the Northern Franchise costing £490m was announced. This order is made up of 33 new electric trains and 55 new diesel trains, all of which will be provided by Spanish manufacturer CAF. First Group has recently ordered 19 new 5 car electric trains from Hitachi to operate on the North Transpennine route. These trains will be maintained at the Hitachi depot currently under construction at Doncaster which will also maintain the new “Azuma” trains being introduced from 2018 by Virgin Trains East Coast.
6. In the Sheffield City Region, new diesel trains will be introduced on the Hull – Doncaster- Sheffield route. Between the morning and evening peak times, one service on this route every hour will extend south of Sheffield to Dronfield and Chesterfield. New trains will also operate on the Leeds-Sheffield-Chesterfield-Nottingham route. These trains will operate via Wakefield Westgate rather than via Barnsley as now leading to a significant reduction in end to end journey times, and the trains will also extend to and from Bradford creating a new direct connection. The Leeds – Wakefield – Barnsley – Sheffield route will also be served by new trains which will offer a hourly new direct service to Lincoln via Worksop and Retford, complemented by an hourly fast service between Leeds and Sheffield via Barnsley. The combination of these three Northern services with the existing Cross Country service means there will be four fast services each hour between Sheffield and Leeds compared to the current three, two trains each hour via both of the Barnsley and Wakefield Westgate routes.
7. Current plans are for the South Transpennine Route from Cleethorpes to Manchester Airport via Doncaster and Sheffield to be operated by refurbished trains which are currently 10 years old. All trains between Doncaster and Manchester Airport will have 6 coaches, compared to the current 2, 3 or 4 coach trains. This will lead to a substantial increase in seating capacity on this route.
8. The successful transition to the new franchise operators has been a significant milestone for Rail North. In addition to this, Rail North is developing its capability to influence future rail investment planning. There are two current strands to this activity. Firstly, Rail North is developing a single programme containing all known partner infrastructure enhancement aspirations. This will enable an overview to be taken and to highlight cross-boundary synergies. Secondly, it has been agreed that Rail North will be a joint client with the DfT for the Transpennine Route Upgrade scheme. This is seeking to upgrade the route between Liverpool and York via Manchester and Leeds including electrification, new trains and other improvements to provide 40 minute

journey time between Manchester and Leeds. Rail North is also a member of the North of England Programmes Board which is overseeing rail investment programmes across the North including the Northern Hub scheme which includes improvements to the Sheffield to Manchester route.

9. Rail North predates the establishment of Transport for the North. In the future, it is likely that Rail North will become part of Transport for the North. The geography covered by each is however different – Rail North has 25 Local Transport Authority members covering the geography of the Northern and Transpennine Express franchises. This is larger than Transport for the North area which is limited to the North West, Yorkshire and Humber and North East regions and involves 19 Local Transport Authority Members. Derbyshire, Lincolnshire, Nottinghamshire and Staffordshire County Councils, together with Nottingham and Stoke on Trent City Councils are Rail North members but are not within the Transport for the North area. Emerging Transport for the North governance proposals envisage associate member status for these six authorities to allow them to be involved in decisions relevant to Rail North matters only.
10. The SCR Combined Authority has agreed that Mayor Jones is its nominated Deputy Director on the Rail North Ltd Board. This nomination has been communicated to Rail North Ltd.

#### 4. Implications

##### i. Financial

SYPTE currently receive a Rail Grant from Department for Transport. From 2017/18 the Rail Grant will not be payable to PTE/CA/Local Transport Authority (LTA) areas due to the formation of Rail North limited to carry out functions previously undertaken by the PTE's/CA's and LTA's.

SYPTE and the SCR Executive Team are currently working through the implications of the cessation of the Rail Grant.

##### 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**

**26<sup>th</sup> FEBRUARY 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)            Neil Taylor - Bassetlaw DC</p> <p>Apologies were received from Board Members Cllr John Burrows, (Chesterfield BC) and John Mothersole (Sheffield CC)</p> <p><u>In Attendance</u>            Amy Harhoff - SCR Executive Team            Neal Byers - SCR Executive Team            Dave Allatt - SCR Executive Team            Veena Prajapati - SCR Executive Team            Alison Westray-Chapman - North East Derbyshire DC            Neil Johnson - Chesterfield BC            Ben Morley - Sheffield CC            Peter Dale – Doncaster MBC            Matt Gladstone - Barnsley MBC            Paul Woodcock - Rotherham MBC            Craig Tyler - Joint Authorities Governance Unit</p>	
	<p><b><u>Chair’s Announcement</u></b></p> <p>The Chair informed the Board that Amy would soon be leaving the SCR Executive Team to take up a new post at TfN. Everyone wished Amy well for the future and requested their thanks be placed on record for all her support for the Board.</p>	
2	<p><b><u>Declarations of Interest</u></b></p> <p>None noted</p>	
3	<p><b><u>Urgent Items / Announcements</u></b></p> <p>None received</p>	
4.1	<p><b><u>Integrated Infrastructure Plan - Endorsement</u></b></p>	

	<p>Amy provided the Board with a précis of milestone dates until November 2016 for the development, launch and implementation of the SCRIP:</p> <ul style="list-style-type: none"> <li>• 11th March - SCRIP final draft to be considered at IDG</li> <li>• 14th March - SCRIP final draft to be presented to the CA for endorsement</li> <li>• 31st March - SCRIP final draft to be presented to the LEP for endorsement</li> <li>• <b>April16 - Final draft to have been agreed by all</b></li> <li>• May - Jun - Commissioning of proposals</li> <li>• Jul - Aug - call for and sifting of early expressions of interest</li> <li>• Aug-Oct - Programme appraisal</li> <li>• Nov - Agree prioritised programme</li> <li>• Dec - Agree detailed capital programme for SCR infrastructure projects</li> </ul> <p>It was noted that this process will include a review / appraisal of the technical tools employed e.g. the FLUTE model to ensure these are performing as expected.</p> <p>It was agreed that a workshop for IEB members should be convened before the next IEB meeting to review the draft in detail.</p> <p><b>Action: Amy to arrange</b></p> <p>Members questioned whether the proposed timescales were realistic. It was suggested these will be challenging but, based on the SCRIF experience, achievable.</p> <p>Members also noted the need to ensure these timescales aren't overly predicated on available staff resources in the districts, which it was suggested are increasingly scarce.</p> <p>It was recognised that a draft timetable needs to be put in place to help progress the work.</p> <p>It was suggested that the timetables don't provide enough time to engage private sector investors / developers who might be looking to partner on projects but will need longer times to consider and develop their proposals.</p>	AH
4.2	<p><b><u>Integrated Infrastructure Plan – Summit Events</u></b></p> <p>A report was received to update the Board on the proposed plans for hosting a Sheffield based and a separate London based IIP Summit events.</p> <p>It was noted that the SCR IIP is a high profile strategic document, aimed at stimulating the conditions for growth and suggested that as the SCR will be the first area outside of London to adopt a plan of this kind and so marketing this is critical.</p>	

	<p>It was confirmed that the Sheffield Summit event will take place at a city centre venue, TBC, and will focus on bringing together Local Authority partners, relevant/ engaged businesses, and Infrastructure providers, relevant/ engaged Third sector representatives and National bodies such as HS2, DFT, TfN and Environment agency. Potential guest speakers are currently being approached for both events including Lord Adonis.</p> <p>Members suggested that the ‘TBC’ gives off the wrong message and needs to be sorted as quickly as possible. It was suggested that a prominent location, linked to one of the infrastructure ambitions, should be used.</p> <p><b>Action: ALL to propose ideas to Amy</b></p> <p>It was noted that Nabarro’s, 125 London Wall office has been offered for the London Summit event with the focus of the event being to engage with MPs, SCR relevant/ engaged Investors, DTF and the National Infrastructure Committee members.</p> <p>It was suggested that the expectations of the ‘international platform’ need to be recognised. This might include the need for longer lead in times.</p> <p>It was agreed that a task and finish group is needed to oversee arrangements for the London event.</p> <p><b>Action: Amy to establish with IDG’s assistance</b></p> <p>It was noted that a budget of £30,000 will be requested from the 2016/17 budget, devolved to the SCR Exec Team Head of Paid Service to operationalise the events. This budget will include the cost of delivering the events, production of a summary 1-minute-long IIP video and glossary 4 page IIP summary document</p> <p><b>RESOLVED, that the Board members’ note plans for the IIP Summit events (with comments).</b></p>	<p><b>ALL</b></p> <p><b>AH</b></p>
5	<p><b><u>CIAT Business Case Recommendations</u></b></p> <p>A report was received requesting the Board endorse the CIAT recommendations in respect of the Olympic Legacy Park, and the Worksop and Vesuvius schemes, and requesting agreement for the receipt of recommendations for BRT North outside standing orders.</p> <p>Members questioned a number of matters in relation to these schemes and requested more background and financial to information to help inform these decisions.</p> <p><b>RESOLVED, that the Board Members:</b></p> <p><b>1. Defer a decision on the recommendations for the Olympic Legacy Park, pending the receipt of more supporting information to the next meeting</b></p>	

	<p>2. <b>Agree to take a decision on the Worksop and Vesuvius scheme by email, pending the receipt of more supporting information</b></p> <p>3. <b>Decline the recommendations to progress BRT North outside the meeting using written procedures and request the matter be brought formally before the next meeting.</b></p>	
6	<p><b><u>SCRIF Programme Update</u></b></p> <p>A report was received requesting the Board note the SCRIF programme update to agree the change control recommendations to inform the further development of the Programme.</p> <p>It was reported that the SCRIF programme is maturing well with 4 Schemes having achieved Award of Contract so far and 5 schemes expected to achieve Award of Contract this quarter. A process review has also been undertaken to identify opportunities to speed up the business case process. It was reported that the main conclusion from this review was a recommendation to undertake contract negotiations as early as possible to ensure once approval is given the contract can be signed. This recommendation has been implemented.</p> <p>The report included a summary table of all the current status of all SCRIF projects and the forecast delivery milestones.</p> <p><b>RESOLVED, that the Board members note the programme update, agree the changes to the programme (as set out in section 3.3-3.9) and agree the proposal for scheme reviews to be undertaken by the Board going forward.</b></p>	
7	<p><b><u>SCR IEB Business Plan 2016/17</u></b></p> <p>A paper was presented to provide the final draft of the Infrastructure Executive Board Business Plan 16/17 for discussion and recommending its inclusion in the composite SCR CA/ LEP 16/17 Delivery Plan.</p> <p>Members discussed the need to now see the various thematic Business Plans collectively to get a better understand of any overlaps to be addressed and synergies to be exploited. It was noted that an all-Leaders workshop is planned for mid-March to commence this work.</p> <p><b>RESOLVED, that the Board endorse the recommendation of the Plan in the composite SCR CA / LEP 16/17 Delivery Plan and note the updated activity and resourcing implications.</b></p>	
8	<p><b><u>Minutes of the Previous Meeting</u></b></p> <p><b>RESOLVED, that the minutes of the previous meeting held on 15<sup>th</sup> January are agreed to be an accurate record of the meeting</b></p>	
9	<p><b><u>Any Other Business</u></b></p> <p>i) <u>Sir John Armitt</u> Members were advised that Sir John Armitt, one of the NIC Commissioners is visiting the region on 11th March. It was</p>	



	<p>suggested this would be a good opportunity to raise the SCR profile.</p> <p>ii) <u>Northern Powerhouse Conference</u>  It was reported that yesterday's conference was fairly 'transport-heavy' and SCR got good coverage in discussions.</p> <p>The Board members discussed the advances other Northern regions are making in attracting foreign investors. It was suggested SCR should consider whether it is placed to make such progress.</p> <p><b>Action: Amy to discuss with Rachel Clark</b></p>	<p><b>AH</b></p>
<p><b>13</b></p>	<p><b><u>Date of the Next Meeting</u></b></p> <p>22<sup>nd</sup> April – AMP, Waverley Rotherham, 10.00am</p>	

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## SHEFFIELD CITY REGION COMBINED AUTHORITY

### TRANSPORT COMMITTEE

11 APRIL 2016

PRESENT: Councillor J Blackham (Chair)  
Councillors: T Fox (Vice-Chair), I Auckland, S Cox,  
T Downing, A Law, B Mordue, D Leech, R Miller and J Monks

Officers: M Anderson, S Davenport, S Edwards, K Platts,  
C Tyler and I Wilson

Apologies for absence were received from Councillors  
J Burrows, M Godfrey, M Gordon, D Lelliott and G Weatherall

#### 1 APOLOGIES

Members' apologies were noted as above

The Chair and Members welcomed Cllr Jean Monks to the Committee. Councillor Monks represents Derbyshire Dales District Council.

#### 2 ANNOUNCEMENTS

Members were informed that 9 South Yorkshire train stations had received the Station Safety Award accreditation during the last month.

It was reported that 'smart-ticketing' launched recently and all operators are reporting good take up of the new products. Some minor technical issues were experienced and have been resolved.

It was noted that Sheffield Bus Partnership, and the network changes introduced in November last year, were discussed at the last Sheffield CC Scrutiny Committee on 16th March. The outcomes of the meeting were actions for SYPTE to formally respond in writing to all petitioners and present regular outcome performance reports to relevant committees.

Members were reminded that the 2 local rail franchises changed hands to new operators on 1st April. No major issues or disruptions were reported.

Members were advised of a 'blockade of Sheffield Station' taking place over the May Day Bank Holiday weekend to permit the undertaking of major signals works.

Bus replacement services will be in operation. It was noted that there will be no planned disruption for the Tour de Yorkshire events on the Saturday (30th April) but there may be possible disruption for the World Snooker finals.

3 URGENT ITEMS

None.

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

None.

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

None.

6 REPORTS FROM AND QUESTIONS BY MEMBERS

Cllr Miller informed Members of concerns regarding the late running of the recently re-commissioned No.43 service (now operated by Globe), noting that the 3.00pm service is not arriving until as late as 3.45pm, leaving school children waiting. S Edwards conformed he would take this matter up with Globe and report back to Members.

7 RECEIPT OF PETITIONS

None.

8 MINUTES OF THE MEETING HELD ON 29 FEBRUARY 2016

RESOLVED, that the minutes of the SCR CA Transport Committee held on 29th February are considered to be an accurate record of the meeting.

9 BARNESLEY BUS PARTNERSHIP HEADS OF TERMS

A report was presented seeking approval for SYPTE to enter into a Voluntary Partnership Agreement (VPA) with Barnsley Metropolitan Borough Council (BMBC) and bus operators in Barnsley, to be known as the Barnsley Bus Partnership (BBP).

Members were informed that Barnsley is the only remaining district area of South Yorkshire for which SYPTE does not have approval to enter into a VPA.

It was noted that a more detailed report will be presented to Members in due course and will contain information regarding the financial contributions of all Partners.

It was confirmed that consultation is planned for the middle of the year.

RESOLVED, that the Transport Committee Members:

1. Approve SYPTE membership of the Barnsley Bus Partnership (BBP), marked by approval to sign Heads of Terms (attached at Appendix A to the report) noting that the Agreement satisfies the Competition Test (attached at Appendix B).
2. Note the contents of this report, including current headline performance in the Barnsley area (Section 3.5 and Appendix C) and a summary of Partnership objectives (Section 3.6 and Appendix A)
3. Note the next steps as summarised in Section 3.8 of the report

CHAIR

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