

## TRANSPORT EXECUTIVE BOARD

**Date: Thursday 2 June 2016**

**Venue: Sheffield Town Hall, Pinstone Street, Sheffield**

**Time: 2.00 pm**

### AGENDA

Item	Subject	Method	Lead	Page
	<b><u>Introduction</u></b>			
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>Business Items</u></b>			
5	Transport for the North Asks	Paper	J Hurley	9 - 16
6	DfT Large Local Majors	Paper	D Allatt	17 - 50
7	Local Growth Fund 3 Process and Timescales	Paper	D Allatt	51 - 54
8	Bus Market Review	Verbal	C Shepherd	
9	Expansion of the Bus Market Review and Creation of a Phase Two Work Programme	Paper	C Shepherd	55 - 60
10	SCR Transport Strategy Refresh	Paper	D Allatt	61 - 64
11	Appraisal Panel Business Case Recommendation	Paper	J Hurley	65 - 76

Item	Subject	Method	Lead	Page
12	Strategic Transport Update Paper	Paper	J Hurley	77 - 80
13	<b><u>Updates</u></b> <ul style="list-style-type: none"> <li>• Rail North</li> <li>• HS2</li> <li>• Transport for the North</li> <li>• Devolution Deal</li> </ul>	Verbal	J Hurley	
	<b><u>SCR Transport, Infrastructure and Planning</u></b>			
14	Infrastructure Executive Board	Paper	J Hurley	81 - 88
14.1	Transport Committee	Paper		89 - 92
14.2	HS2 Programme Board	Verbal	J Hurley	
	<b><u>Actions &amp; Forward Planning</u></b>			
15	Agree Actions	Verbal	Chair	
16	Agree Items for Combined Authority Meeting 20 June 2016	Verbal	Chair	
17	Any Other Business	Verbal	Chair	

## SCR TRANSPORT EXECUTIVE BOARD

21st APRIL 2016

BROAD STREET WEST, SHEFFIELD

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            Martin McKervey, Nabarro / LEP</p> <p>Apologies were received from Board Members: Diana Terris, BMBC and Neil Taylor, BaDC</p> <p><u>In Attendance / Advisory Members</u>            Matt Gladstone, BMBC            Peter Dale, DMBC            Tom Finnegan-Smith, SCC            Steve Edwards, SYPTE            Jim Seymour, NCC            Julie Hurley, SCR Executive Team            David Allatt, SCR Executive Team            Jonathan Brown, 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 23rd February were agreed to be an accurate record with the following exception:</p> <p>The following matters were noted as arising:</p> <p>6. <u>TEB Business Plan 2016/17</u>            It was confirmed the draft Business Plan was endorsed by the Combined Authority as part of the SCR Delivery Plan - 2016/17</p> <p>7. <u>Gainshare Priority Setting</u>            It was reported that the priority setting workshop will now be convened late May.</p> <p>8. <u>External Projects</u>            It was noted that in the interests of devising a single comprehensive evidence base for the benefit of discussions around all external projects, a single commission for data collation is being developed.</p>	

	<p>It was confirmed that Mayor Ros Jones has been nominated as the SCR deputy Board Member on the Rail North Partnership Board.</p>	
3	<p><b><u>Declarations of Interest</u></b></p> <p>Cllr Dore declared an interest in item 8 as a Director of Rail North.</p>	
4	<p><b><u>Urgent Items / Announcements</u></b></p> <p>i. <u>Local Growth Fund - Majors Pot</u>  The Board was informed that DfT has released guidance inviting LEP areas to submit bids to the £475m Large Local Major Schemes fund, which forms part of LGF</p> <p>It was noted this is for 'exceptionally large, transformational schemes that are too big to be taken forward within regular growth allocations and could not otherwise be funded'. In terms of scale, for the SCR LEP area, the minimum scheme size would be £75 million.</p> <p>It was noted that the deadline for the main competition is the 21 July 2016.</p> <p>It was noted that an initial call for schemes will be put to the SCR partners to ensure no potential schemes have been missed. The Board members noted their expectation that all potential schemes will already be referenced in SCRIF or SCRIP in some respect.</p> <p>It was noted that DfT will be expecting a local contribution to any allocation.</p> <p><b>Action – DA to report to next TEB with update / potential bids</b></p> <p>ii. <u>Dave Smith</u>  The Board was informed that Dave has agreed to remain as Interim Executive Director for a further 9 months. The recruitment process for a permanent appointment has been put on hold.</p> <p>iii. <u>Review of Executive Boards</u>  It was noted that Dave Smith has commissioned a review of SCR Executive Boards. An update is expected at the 9th May LEP meeting.</p>	
5	<p><b><u>TEB Membership</u></b></p> <p>It was noted that as the review of Executive Boards is not expected to conclude soon, efforts are being made to resolve the LEP, CEX and Leader vacancies.</p> <p>It was noted that Sir Nigel Knowles has been asked to nominate a LEP representative and Cllr John Burrows has been asked to take the Leader vacancy.</p> <p><b>Action: Craig to liaise with Cllr Burrows</b></p>	CT

	<b>Action: Martin to seek an update from Sir Nigel Knowles</b>	<b>MM</b>
<b>6</b>	<p><b><u>Transport for the North Asks</u></b></p> <p>A paper was presented to inform discussion on the fundamental Sheffield City Region (SCR) 'asks' of Transport for the North (TfN).</p> <p>Members were reminded that 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.</p> <p>The paper presented a suggestion of three key asks that could form the overarching SCR strategic narrative on TfN:</p> <ul style="list-style-type: none"> <li>• Northern Powerhouse Rail – 30 minute journey time and frequency enhancement from Sheffield to both Leeds and Manchester.</li> <li>• Trans-Pennine Road Connectivity – Faster, safer and more resilient road connectivity between SCR and Manchester provided through a new trans-Pennine link (tunnel).</li> <li>• International Gateway – connectivity investment to strengthen the role of Doncaster Sheffield Airport as a key northern international gateway and freight hub.</li> </ul> <p>It was noted that other areas of TfN are also essential to the SCR, such as integrated smart ticketing and comprehensive local connectivity packages but these are not being tackled as 'strategic'.</p> <p>Members were asked to note that this study relates to the matters under TfN's tutelage only, and not areas for which Highways England or Network Rail are currently responsible (acknowledging the propensity for pan-northern governance responsibilities to continue to evolve).</p> <p>Members comments in consideration of this matter were:</p> <ul style="list-style-type: none"> <li>• Should the future of Tinsley Viaduct be referenced (acknowledging this is currently a Highways England matter)</li> <li>• Northern Powerhouse Rail frequencies shouldn't be phrased as an 'ask'. This is a 'gimme' and has been for some time.</li> <li>• A response around Trans-Pennine Road Connectivity needs to place as much emphasis on the local connections to the tunnel, as the tunnel itself.</li> <li>• Rather than submitting just 3, it would be better to submit a series of asks, subdivided into each TfN workstream.</li> <li>• This may be an opportunity to seek clarity around the overlapping mandates of TfN, Highways England and Network Rail.</li> </ul>	

	<ul style="list-style-type: none"> <li>• RHADS should be deemed on of the SCR’s key priorities</li> <li>• We need a strong evidence base to support the promotion of our priorities.</li> <li>• SDG (TfN’s appointed consultants) have been pushing back on some asks suggesting these are local not regional. An evidence base will help challenge any such assertions where not agreed.</li> </ul> <p>The Board discussed and agreed the merits of a ‘table of all asks’ to denote what the TEB wants to achieve in the interests of helping deliver the SCR Strategic Economic Plan (SEP) and which partner organisation is the recipient of each ask.</p> <p><b>Action: Julie H / Dave to devise</b></p> <p><b>RESOLVED, that the Board members:</b></p> <p><b>1. Request that an expanded ‘table of asks’, set against each TfN work stream heading, be presented at the next meeting for further comment.</b></p>	<p><b>JH / DA</b></p>
<p><b>7</b></p>	<p><b><u>SCR Transport Strategy Refresh</u></b></p> <p>Members were advised of the SCR Executive Team’s undertaking of a refresh of the Strategic Economic Plan (SEP) and informed this is complemented by a refresh of the Transport Strategy (as detailed in the TEB Business Plan and reported to the last meeting).</p> <p>It was noted that 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.</p> <p>It was noted that the current (statutory) 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.</p> <p>It was also noted that a 5 year Implementation Plan will sit beneath the Transport Strategy to assist delivery by Local Authorities and South Yorkshire Passenger Transport Executive.</p> <p>Members questioned the merit of waiting for the SEP refresh process to conclude, suggesting the policies contained within the Transport Strategy are essentially still relevant and unlikely to change. It was therefore agreed to undertake a light touch refresh.</p> <p><b>Action: Julie H / Dave to confirm the revised timetable for the light touch refresh</b></p>	

	<p><b>RESOLVED, that the Board members:</b></p> <p><b>1. Note the revised scope of the SCR Transport Strategy Refresh.</b></p>	<p><b>JH / DA</b></p>
<p><b>8</b></p>	<p><b><u>Rail North Update</u></b></p> <p>A paper was presented to provide an update on Rail North.</p> <p>Members were reminded that 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 (with Arriva operating the new Northern Franchise and First Group is operating the Transpennine Express Franchise).</p> <p>Members were informed that the Northern Franchise will see the introduction of new trains (281 ordered) and the Transpennine Express Franchise will see the introduction of refurbished trains, a '7 day service' commitment and big improvements on the Sheffield - Lincoln Line.</p> <p>It was noted that 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.</p> <p>Members were informed that the intention is that Rail North will in time become part of Transport for the North and the governance arrangements to allow this to happen are currently being developed.</p> <p>It was noted that new financial arrangements are to be introduced in respect of the rail grant current received by the PTE. Clarity on what the changes will be is being sought and more information will be presented to the next meeting.</p> <p><b>Action: Jonathan to provide</b></p> <p>The board asked that representatives from the franchisees be invited to future TEB meetings to discuss arrangements.</p> <p><b>Action: Julie H / Dave A</b></p> <p><b>RESOLVED, that the Board members:</b></p> <p><b>1. Note the contents of the report.</b></p>	<p><b>JB</b></p> <p><b>JH / DA</b></p>
<p><b>9</b></p>	<p><b><u>Strategic Transport Update Paper</u></b></p> <p>Members were presented with the Strategic Transport Update Paper.</p> <p>It was noted this is a new consolidated format update and the tabular reporting format has been developed to report key transport issues to the TEB efficiently and effectively.</p>	

	<p>It was requested that future reports focus on matters by exception.</p> <p>Members were asked to comment on the structure of the report and suggest any further improvements.</p> <p><b>Action: ALL</b></p> <p>It was noted that David Brown (TfN CEX) has been invited to attend the 9th May informal CA meeting to discuss TfN matters with Members i.e. the relationship between TfN and Rail North.</p> <p><b>RESOLVED, that the Board members:</b></p> <p><b>1. Support the consolidated paper format as a means of providing information on key transport issues.</b></p>	<b>ALL</b>
<b>10</b>	<p><b><u>HS2 East Update</u></b></p> <p>Item deferred.</p> <p><b>Action: Julie H to circulate the slides of the intended presentation</b></p>	<b>JH</b>
<b>11</b>	<p><b><u>Minutes of Committees</u></b></p> <p>Minutes were provided for information for the meetings of the following committees:</p> <ul style="list-style-type: none"> <li>• SCR Infrastructure Board held on 26th February (Draft)</li> <li>• SCR CA Transport Committee held on 11th April (Draft)</li> </ul> <p>A verbal update was also provided on the last meeting of the HS2 Programme Board.</p>	
<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>2nd June, 2.00pm at Sheffield Town Hall</p>	



FOR DISCUSSION

SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

3 JUNE 2016

TRANSPORT FOR THE NORTH ASKS

**Summary**

- Following discussion at the previous TEB meeting (21<sup>st</sup> April 2016), it was requested that the item be brought back for further discussion, supported by a more comprehensive evidence base.
- Appendix A provides a broad assessment of potential Sheffield City Region (SCR) transport requirement broken down by Transport for the North (TfN) workstream, recognising the TfN may not be the primary route/only route for delivery.
- This paper and Appendix will inform a discussion on the fundamental SCR 'ask' of TfN.

**1. Issue**

- 1.1. It is important that Sheffield City Region (SCR) maintains a clear view of its overarching priorities to influence the development of Transport for the North (TfN).
- 1.2. This paper facilitates a discussion regarding the fundamental SCR asks of TfN by presenting options in a tabular form contained within **Appendix A**.

**2. Recommendations**

- 2.1. The Transport Executive Board 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. Following on from the discussion at TEB on 21 April 2016, this paper seeks to facilitate a discussion on SCR's overall ambition for TfN, **recognising that all TfN work streams are important and need to be delivered as a coordinated package.**
- 3.2. 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

3.3. 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:

- 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

3.4. TfN has completed the Northern Independent Economic Review (IER) which provides an understanding of the economic profile of the TfN area and priority to which investment will be linked. The prioritisation of future TfN interventions will be tested against the productivity enhancement of the IER 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

3.5. To date, SCR partners have fed into the development of the individual TfN work streams. 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** provides a broad assessment of potential SCR transport requirements broken down by TfN work stream, recognising the TfN may not be the primary route or only route for delivery.

#### Priorities

3.6. SCR's priorities could comprise of a number of outcomes from **Appendix A** and potentially others. This paper puts forward an initial suggestion as a starting point for discussion. 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 work stream output.

Whilst SCR is confident that rail an essential theme in TfN – It is important that SCR makes a strong case for rail investment to be prioritised in this region.

- **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) and associated connectivity.

The tunnel work is a fundamental component of TfN. It is essential that the tunnel is complemented by effective local links. SCR should make a strong case for the complementary delivery of highway enhancements to connect the tunnel to SCR, which includes new highway connections to the Humber Ports and improvements to the existing Tinsley Viaduct.

- **International Gateway** – connectivity investment to strengthen the role of Doncaster Sheffield Airport (DSA) 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.

Currently DSA has not been strongly identified as a TfN priority. SCR recognises the potential that the airport has locally and also its potential to better support growth in the north. A strong, evidenced case will need to be made to TFN.

- 3.7. **Appendix A** shows the main areas of activity, by mode, that the SCR is currently involved in directly, or indirectly through an influencing role with national agencies. The table shows which elements are being pursued within TfN and is to inform a discussion on whether the suggestions in paragraph 3.6 are the ones that the TEB wishes to recommend to the CA as the SCR's asks of TfN.

#### Next Steps

- 3.8. 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.
- 3.9. By having a formally established core position, the SCR can focus its influence accordingly and develop a targeted evidence base to support the discussion to promote transport investment that benefits the SCR.

## 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:

## Appendix A – Potential Transport Asks and Delivery Route by TfN Workstream

### Potential Transport Asks and Delivery Route by TfN Workstream

#### Acronyms used:

✓	-	Definitively captured within TfN Scope	HE	-	Highways England
✓	-	Loosely captured within TfN Scope	HS2	-	High Speed Rail Phase 2
X	-	Not captured within TfN Scope	MML	-	Midland Main Line
AMID	-	Advanced Manufacturing District	RHADS	-	Robin Hood Airport Doncaster Sheffield
CP6	-	Control Period 6 – Network Rail Investment Period (2019-2024)	RIS1/2	-	Road Investment Strategy (Highways England’s Spending Periods 1 and 2)
DCC	-	Derbyshire County Council	SCRIF	-	Sheffield City Region Investment Fund
DfT	-	Department for Transport	SYPTE	-	South Yorkshire Passenger Transport Executive
DN7	-	Hatfield Power Park (one of the SCR priority growth locations)	TFGM	-	Transport for Greater Manchester
FARRRS	-	Finningley and Rossington Regeneration Route Scheme	TfN NPR	-	Transport for the North Northern Powerhouse Rail

Workstream	Objective/Outcome	Output	Routes	TfN	Time	Cross Cutting Workstreams	Lead	Key Partners
Page 10 Rail	<b>TFN Rail</b> – As requested by the LEP, transformed rail connectivity between the North’s main centres. <b>6 trains per hour (tph) and 30 minute journey time</b> between Sheffield and Manchester, Manchester Airport and Leeds.	<b>Manchester / Manchester Airport</b>						
		Hope Valley Upgrades	TfN	✓	Short	Northern Hub	Network Rail	SCR, TFGM, DCC
		Hope Valley Electrification	TfN	✓	Med	Electrification Taskforce	Network Rail	SCR, TFGM, DCC
		New TP Rail Link	TfN	✓	Long	-	TfN NPH Rail	SCR, TFGM
		<b>Leeds</b>						
		Hallam Line enhancements	CP6	X	Short	Local Connectivity (SLC)	Network Rail	Rail North, SCR
		High Speed Rail	HS2	X	Long	HS2 (see below)	HS2 Ltd.	SCR
		<b>High Speed Rail and Station</b>						
		Phase 2 HS2 including SCR station	HS2	X	Long	HS2 East	HS2 Ltd.	DfT, SCR
	Connectivity Package (TBC)	HS2/TfN	✓	Med	TfN SLC	SCR	HS2, TfN, DfT	
	Station Area Masterplan	Local	X	Short	Local Plans	SCC	SCR, Network Rail	
	Accelerated Delivery	HS2	✓	Med	TfN NPR	HS2 Ltd.	DfT, TfN, SCR	
	National High Speed Rail College	DMBC	X	Short	All rail workstreams	DMBC	SCR	
	<b>Classic Rail</b> – Working with the East Coast Main Line and Northern Programme Boards, establish an interconnected regional railway serving commuter markets and growth areas.	<b>Classic Rail Enhancements</b>						
		Electrification of MML (M’Hall)	CP6	X	Med	Electrification Taskforce	Network Rail	SCR
		Electrification of MML (Leeds)	-	✓	Long	TfN	TfN NPH Rail	SCR, Network Rail
		Doncaster Station Enhancements	-	X	Long	NR Business Plan	Network Rail	SCR
		Sheffield Station Enhancements	-	✓	Med	NR Business Plan	TfN NPR Rail	SCR
Rotherham Parkway Station		-	X	Long	NR Business Plan	Network Rail	SCR	
Dore and Totley Mainline Station		-	X	Long	NR Business Plan	Network Rail	SCR	
Waverley Rail Station		-	X	Long	NR Business Plan	Network Rail	SCR	
Northern Hub: 3tph to Manchester	CP5/CP6	✓	Med	NR Business Plan	Network Rail	SCR, TfN, TFGM		

## Appendix A – Potential Transport Asks and Delivery Route by TfN Workstream

Workstream	Objective/Outcome	Output	Routes	TfN	Time	Cross Cutting Workstreams	Lead	Key Partners
Road	<b>TFN Roads</b> – New high performance, resilient link between the SCR and Manchester City Region.	<b>Manchester / Manchester Airport</b>						
		Trans Pennine Tunnel	TfN	✓	Long	RIS1	TfN Road	DfT, HE, SCR, TfGM
		Trans Pennine Tunnel Connectivity	TfN	✓	Med	TfN SLC, Dft Large Majors	SCR	TfN, HE
	<b>Highways England</b> – An investment programme on the Strategic Road Network to maximise efficiency, reduce congestion and improve road safety.	<b>Under Construction</b>						
		M1 32-35A Managed Motorway	RIS1	X	Short	RIS1	HE	DfT. SCR
		<b>Committed</b>						
		A61 Dualling	RIS1	X	Med	RIS1	HE	DfT. SCR
		A628 Climbing Lanes	RIS1	X	Med	RIS1	HE	DfT. SCR
		<b>Identified for Next Road Period (RIS2)</b>						
		A1 Redhouse – Darrington	RIS2	X	Long	RIS1	HE	DfT / SCR
		M1 35A – 39 Managed Motorway	RIS2	X	Long	RIS1	HE	DfT / SCR
		A1M Doncaster Bypass	RIS2	X	Long	RIS1	HE	DfT / SCR
		<b>Not Identified for Next Road Period (RIS2)</b>						
		M1 J34 – Tinsley Viaduct	RIS2	X	Long	AMID	HE	DfT / SCR
		M18 Capacity Improvement	RIS2	X	Long	RHADS Masterplan	HE	DfT / SCR
		<b>SCR Local Network</b> – to create a high performing, reliable, efficient and resilient road network to support local growth ambitions.	<b>SCRIF Schemes</b>					
	DN7 Link Road		SCRIF	X	Med	DN7 Masterplan	DMBC	SCR, HE
	Waverley Link Road/Parkway		SCRIF	X	Med	AMID Masterplan	RMBC	SCR, SCC
	FARRRS Phase 2		SCRIF	X	Med	RHADS Masterplan	DMBC	SCR
	M1 Junction 36		SCRIF	X	Med	Hoyland Area Masterplan	BMBC	SCR, HE
	Sheffield Inner Ring Road		SCRIF	X	Med	City Centre Masterplan	SCC	SCR
	Claywheels Lane		SCRIF	X	Med	Upper Don Valley	SCC	SCR
	Seymour Link		SCRIF	X	Med	-	DCC	SCR
M1 Junction 37	SCRIF		X	Med	-	BMBC	SCR, HE	
West Moor Link	SCRIF		X	Med	-	DMBC	SCR	
BRT North/Tinsley Link Road	SCRIF		X	Med	Lower Don Valley	SYPTTE	SCR, SCC, RMBC, HE	
<b>Local Key Route Network</b>								
Routes and Powers (To Be Decided)	-	-	-	-	SCR Devolution Deal	SCR	Network Managers	

## Appendix A – Potential Transport Asks and Delivery Route by TfN Workstream

Workstream	Objective/Outcome	Output	Routes	TfN	Time	Cross Cutting Workstreams	Lead	Key Partners
Strategic Local Connectivity	<b>Strategic Local Connectivity</b> – Better local connectivity to priority areas for jobs growth.	<b>'TfN Supported'</b> – TfN will take an active involvement in the development of the specification of the intervention.						
		Doncaster Urban Centre	SCR	✓	Med	Town Centre Masterplan	DMBC	TfN, Network Rail, SCR
		Sheffield to Leeds Rail	SCR	✓	Med	TfN Rail	SCR	TfN, Network Rail
		HS2 Connectivity	SCR	✓	Med	HS2, TfN Rail	SCR	TfN, HS2, HE,
		<b>'TfN Endorsed'</b> – a local scheme with Pan Northern benefit, with TfN overseeing progress and aligning with other schemes.						
		Pan Northern Connectivity	SCR	✓	Med	TfN Highways	SCR	TfN, BMBC, DMBC
		Rotherham Urban Centre	SCR	✓	Med	Town Centre Masterplan	RMBC	TfN, SCR
		Sheffield Multi Modal	SCR	✓	Med	DfT Large Majors	SCC	TfN, SCR
		AMID	SCR	✓	Med	DfT Large Majors	RMBC, SCC	TfN, SCR
		<b>'Local Priority'</b> – a local scheme with local impacts. TfN would not be involved in delivery.						
		Barnsley Economic Corridor	SCR	X	Med	SCR Potential Pipeline	BMBC	SCR
		Chesterfield Town Centre	SCR	X	Med	SCR Potential Pipeline	DCC	SCR
		DV Transport Package	SCR	X	Med	SCR Potential Pipeline	SCR	BMBC, DMBC, RMBC
		M1 J36 and J37	SCR	X	Med	SCR Potential Pipeline	BMBC	SCR
RHADS Train and Bus	SCR	X	Med	TfN International	DMBC	SCR		
A61 Whittington Moor	SCR	X	Med	SCR Potential Pipeline	DCC	SCR		

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Workstream	Objective/Outcome	Output	Routes	TfN	Time	Cross Cutting Workstreams	Lead	Key Partners
Freight and Logistics	<b>TfN Freight and Logistics</b> – A single distribution network that looks across modal boundaries in a more sustainable way.	<b>Infrastructure</b>						
		Pan Northern Connectivity	TfN	✓	Med	TfN Highways	SCR	TfN, DMBC, BMBC
		Rail Capacity and Gauge Clearance	TfN	✓	Med	TfN NPR	SCR	TfN, Network Rail
		<b>Land Availability</b>						
		Regional Distribution Centres	SCR	✓	Med	Local Plans	SCR	Planning Authorities
Lorry Parking	SCR	✓	Med	Local Plans	SCR	Planning Authorities		

## Appendix A – Potential Transport Asks and Delivery Route by TfN Workstream

Workstream	Objective/Outcome	Output	Routes	TFN	Time	Cross Cutting Workstreams	Lead	Key Partners
International Connectivity	<b>International Connectivity</b> – Ensure the North’s airports attract the highest possible levels of international connectivity.							
		Bus Service to RHADS	DMBC	X	Short	RHADS Masterplan	DMBC	SYPTE
		RHADS Rail Station	DMBC	X	Med	RHADS Masterplan	DMBC	Network Rail, SYPTE
		Service on Lincoln Line	TOC	X	Med	Rail North	SCR	Network Rail, SYPTE
		Tram Train to RHADS	SCR	X	Long	SCR Potential Pipeline	SCR	SYPTE, DMBC
		Freight facilities at RHADS	Peel	X	Short	RHADS Masterplan	Peel	DMBC
		Park and Ride Improvements	SYPTE	X	Short	RHADS Masterplan	SYPTE	DMBC, Peel
FARRRS Phase 2	SCR	X	Short	SCRIF	DMBC	SCR		

Workstream	Objective/Outcome	Output	Routes	TFN	Time	Cross Cutting Workstreams	Lead	Key Partners
SmartNorth Integrated Ticketing	<b>SmartNorth Integrated Ticketing</b> – An integrated, single smart ticketing and fares solution across the North that works on all modes of public transport.	<b>Pan northern, integrated ‘Oyster’ smart ticket</b>						
		Business Case for ‘SmartNorth’	TfN	✓	Short	Local smart ticketing	SYPTE	Yorcard, T-Master
		SmartNorth roll out	TfN	✓	Med	Local smart ticketing	SYPTE	Yorcard, T-Master
		<b>Pan northern, integrated journey planning tools</b>						
		Mobility platform for the north	TfN	✓	Med	Local smart ticketing	SYPTE	SCR

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## SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

3 JUNE 2016

## DFT LARGE LOCAL MAJORS

- The Department for Transport (DfT) has invited the Local Enterprise Partnership (LEP) to bid for a £475m Large Local Major Schemes fund, which forms part of the Local Growth Fund and was announced in the 2016 Budget.
- The target of the Large Local Major Schemes is ‘exceptionally large, transformational schemes that are too big to be taken forward within regular growth allocations and could not otherwise be funded’.
- The competition is for both (a) development funding to prepare an Outline Business Case, and (b) future funding to deliver the scheme should it prove attractive.
- For the SCR LEP area, the minimum scheme size is £75 million. DfT is expecting to receive *no more than one or two bids from a single LEP*.
- SCR will work in partnership with local partners to consider potential bids. A call for schemes has been issued to local partners, with expressions of interest received for four schemes.
- The deadline for submission is the 21 July 2016. SCR will present the proposed draft submission to the 20<sup>th</sup> June LEP/CA meeting.

**1. Issue**

- 1.1. This report provides information on the DFT Large Local Majors funding competition.

**2. Recommendations**

- 2.1. Discusses and recommends to the SCR Combined Authority and Local Enterprise Partnership which projects to take forward in as bids to the DfT.

### 3. Background Information

- 3.1 The DfT has invited the LEPs to bid for a £475m Large Local Major Schemes fund, which forms part of the Local Growth Fund and was announced in the 2016 Budget.
- 3.2 The purpose of the Large Local Major Schemes is to fund 'exceptionally large, transformational schemes that are too big to be taken forward within regular growth allocations and could not otherwise be funded'.
- 3.3 The competition is for both (a) development funding to prepare an Outline Business Case, and (b) future funding to deliver the scheme should it prove attractive. The spend is profiled as follows:
- 3.4 The funding is profiled as follows:

2016/17	2017/18	2018/19	2019/20	2020/21
£10m	£45m	£45m	£95m	£280m

- 3.5 For the SCR LEP area, the minimum scheme size is £75 million. DfT is expecting to receive no more than one or two bids from a single LEP.
- 3.6 Detailed guidance has been produced for the competition. SCR and partners are reviewing to understand which schemes are eligible and understand bidding requirements.
- 3.7 DfT funds for the July bids will be available from 1 April 2017. DfT has advised that local contributions will be considered.

#### Expressions of Interest

- 3.8 SCR Executive Team undertook a call for schemes amongst Local Authority partners and the South Yorkshire Passenger Transport Executive. Four Expressions of interest (EOI) were received to which draft bid proformas are attached as **Appendix A**.
- **Supertram Replacement:** Prepare an outline business case to refurbish the existing tram system in Sheffield to allow it to operate for another 30 years when the existing operation concession ends in 2024. The scheme covers the replacement of assets that are reaching the end of their economic life, including the replacement of the existing fleet of vehicles.
  - **Advanced Manufacturing Innovation District (AMID) / Lower Don Valley:** Prepare an outline business case for a scheme to address concerns around the congestion at J33-J34, providing high quality access to AMID thereby supporting and enabling growth.
  - **Pan Northern Connectivity – New Trans-Pennine through route:** Prepare outline business case to provide improved connectivity to and unlock constrained development across the north through a new east - west corridor to the Humber ports, building on the trans Pennine tunnel from Manchester to the M1.
  - **Doncaster Mass Transit:** Prepare outline business case for mass transit solutions through BRT, Tram, Tram / light rail options to provide mass transit connectivity to the 3 growth hubs in the borough South East around Robin Hood Airport, the Urban Centre, including connectivity to ECML and North East around M18 J4 and J5.

- 3.9 In all cases, SCR recommends that bids for development costs consider a proportion of the costs of refreshing the model baseline (SCR has identified a potential cost of £500k - £1m for an SCR-wide re-baselining and model set up using mobile data). This would help to ensure that SCR would have a fully WebTAG compliant model that could be used to test major schemes within and outside of this particular competition.

Next Steps

- 3.10 A process for bid development and submission is attached at **Appendix B**. The process includes liaison with Strategic Leadership Group officers, the IEB and the TEB.
- 3.11 The SCR Executive Team will work with partners to agree whether there is a case for advancing a bid. This will include an assessment of the EOI's compliance with the bid guidelines. Which stress that the LEP will need to demonstrate why the scheme is an indivisible project that cannot be delivered using other devolved funding.
- 3.12 The deadline for submissions is detailed in the table below. Note that SCR would be seeking development funding through the main competition for which the deadline is 21 July.
- 3.13 Given the deadline of 21 July, delegated sign-off will be requested from the CA and LEP Chairs. The TEB will be asked to make a recommendation in July, prior to delegated sign-off by the CA/LEP Chairs.

	Deadline for bids	Decisions by	Bids invited
2016 fast track	31 May	Summer recess 2016	Development funding only for 2016/17
2016 main round	21 July	Autumn statement 2016	Development funding or scheme funding

**4. Implications**

- i. Financial - The DfT has indicated that it will manage the Large Majors competition and that these schemes would be exempt from local arrangements.
- ii. The proposals put forward in this paper cover the costs of outline business cases (OBCs). OBC costs are of a revenue nature until they result in a developed capital scheme, whereas the funding provided by government will be for capital activity.
- iii. Clarity needs to be sought from government around the eligibility of funding potentially abortive revenue costs from capital resource.
- iv. Legal  
None
- v. Diversity  
None
- vi. Equality  
See above

**REPORT AUTHOR – David Allatt**

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

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**Sheffield City Region**

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0114 2211263

Version: V1.9 – Issued for comment  
 Status: Draft – Work in Progress  
 Date: 25 May 2016

## Large Local Major Transport Schemes

### Application for Scheme Development Costs

Scheme Name	TBD
Lead LEP	Sheffield City Region LEP
Other supporting LEPs	N/A
Promoting Authority	SYPTe

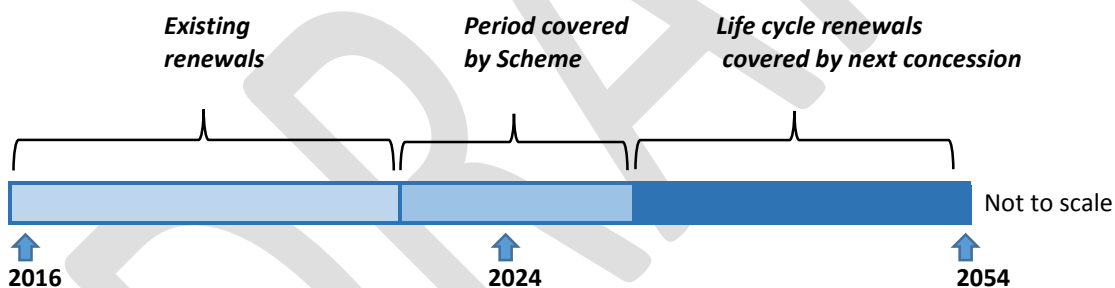
#### 1. Introduction

##### 1.1 Description

The scheme this OBC relates to will refurbish the existing tram system in Sheffield to allow it to operate for another 30 years when the existing operation concession ends in 2024. The scheme covers the replacement of assets that are reaching the end of their economic life, including the replacement of the existing fleet of vehicles.

The scheme does not include:

- Renewals in the short term where work has already started.
- Life cycle renewals during the next franchise.



**Map of Network to be inserted**

#### 2. Strategic Case

##### 2.1 Problem Identification

The Supertram system in Sheffield was constructed in Phases, with the first section opening in October 1995. In December 1997 SYPTe sold the operations subsidiary, South Yorkshire Supertram Limited (SYSL), to Stagecoach Holdings PLC. SYSL holds this concession until March 2024 and is responsible for operating and maintaining the system until then.

Significant elements of the tram system were expected to have an economic life of 30 years at the time of concession. Some elements have worn quicker than forecast, e.g. the embedded rails on heavy usage areas started to reach the end of their life in 2013 and replacement has started.

Without significant investment in the period around the tendering of the next concession, the Network will not be viable for another concession, leading to closure. This closure will have

direct financial implications and lead to the loss of the benefits that the tram system delivers. It will also have a negative impact on the Region's plans for economic growth in the future.

This scheme aims to overcome these problems by extending the economic life to be compatible with the likely duration of a future concession.

The SCR Transport Strategy envisages the tram network having a key role in the delivery of the Region's Strategic Economic Plan. The network:

- serves many of the Region's regeneration and employment areas;
- provides critical connectivity to the City Centre, needed to maximise productivity and to respond to opportunities for economic growth areas;
- provides a very important role in providing access to opportunities for some of the most deprived neighbourhoods in England;
- has an important role to play in congestion and the efficient operation of local highway networks, a priority for SCR;
- will have a key role in maximising the benefits of HS2;
- is needed as a starting point for future plans for mass transit in the Region.

The development of a Business Case for the future options for the network is at a very early stage. Costs are preliminary, stakeholder consultation to date is limited and modelling has been carried out using old data. However the strategic need for the network and approval to start work on options for the future has been approved by SYPTE's Executive Board (9 May 2016) and work on all of these will be completed as part of the preparation of the Outline Business Case (OBC).

**Map of area showing development sites, HS2 etc, to be inserted**

## *2.2 Option development*

Please describe what option development work has been done to date and reference with hyperlinks or attachments. In particular, illustrate why alternative/lower cost/phased options have been ruled out.

**Three main options have been looked at to date. All have scope for variations which will continue to be investigated during 2016/17.**

**The three options are:**

- 1) Closure before next round of investment needed (2018). Patronage taken up by bus/car. Not recommended due to:**
  - High cost
  - High disbenefits produced
  - Poor fit with SCR Policy

- 2) Close network at end of current franchise
  - Closer to the worst bits of Options 1) and 3) rather than the best of both.
  - Not pursued in any detail to date
- 3) Renew network for another 30 year operating period:
  - High Cost
  - High Benefits
  - Good fit with SCR Policy
- 4) Option for replacement by BRT or similar needed

Options regarding phasing of works will form part of future work in 2016/17

Slightly more details are given in **Appendix 5** (Not complete yet)

Have any of the following documents been produced? (If Y please attach to this bid)

<i>Option Appraisal Report (OAR)</i>	N
<i>Appraisal Specification Report (ASR)</i>	N
<i>Strategic Outline Business Case (SOBC)</i>	N

- OAR – Initial appraisal of options started but not complete. Copy attached as Appendix 5
- ASR – Not complete. However, this bid indicates our intention, with the help of the funding sought, to update the Business Case for retaining and extending the tram. This will require the existing SRTM3 model to be updated to webTAG standard.
- SOBC – Not complete at present. Significant elements of SOBC were approved by SYPTE Executive Board on 9 May 2016.

### 2.3 Alignment with LEP Strategic Economic Plan

Please illustrate how the proposal links with the aims of the SEP and the degree to which it would enhance the SEP. Please make any necessary cross reference to your bid for Growth Deal funding.

**With SCR**

### 2.4 Cross LEP support

If this bid has been endorsed by more than one LEP as an agreed priority over a multi-LEP area please confirm which LEPs (and any other bodies) support this bid and provide any further information on the strategic rationale.

**Scheme does not cross LEP boundaries**

## 3. Economic Case

### 3.1 Value for money

A fully webTAG compliant model – SRTM3 – was developed, calibrated and validated for purposes of demand forecasting for the Sheffield-Rotherham Bus Rapid Transit scheme and for additional tram vehicles. Funding was approved for these schemes. SRTM3 was built on data collected in 2007-8 and validated in that year. Any further major capital investment in the tram, or any other mode, will require the model to be updated – one of the reasons for this bid. The most urgent use for SRTM4 is to justify re-investment in the tram for the next franchise period starting in 2024. Work has already commenced on re-railing life-expired sections of track, for which a business case for funding was submitted to DfT in 2014 (as part of the Pinchpoint programme) and to the Sheffield City Region in 2016. The business case for these bids used SRTM3 to forecast the effect of closing the tram.

The period for the scheme appraisal (i.e. renewals for a new concession, and an ongoing programme of renewal/maintenance) was 30 years from 2013. The “Do Minimum” against which the scheme was compared was the closure and decommissioning of the whole system including selling off redundant vehicles in 2013-2015, since this would be the consequence of not maintaining the system in a safe condition. An updated summary of the latest estimates and spend profile for both options are given in the Appendices.

The following costs and benefits were calculated:

	£million in 2010 market prices and values
<b>Benefits</b>	
Noise	0.80
Carbon	8.78
Local Air Quality	0.04
Time savings - congestion	83.48
Time savings for switchers from bus	312.76
Time savings for switchers from car	-35.15
Reduced fares for switchers from bus	5.82
Fares paid by switchers from car	-39.91
VOC saved by switchers from car	23.85
Additional Farebox revenue for PT	112.12
Additional Subsidy to PT	27.54
Less operating and maintenance costs for PT	-269.50
Accident Benefits	1.34
<b>Total (PVB)</b>	<b>231.97</b>
Wider Impacts	23.12
<b>Costs</b>	
Investment - Local capital and concessions funding	97.68
Investment - Central Govt funding less reinstatement costs	-49.58
<b>Total (PVC)</b>	<b>48.11</b>
Wider Govt Finances	27.82
<b>BCR</b>	<b>4.82</b>

This analysis follows 2011 webTAG guidance in regard to the modelling and appraisal of major transport scheme. Lifecycle costs of the current (2016) track and vehicles are included,



assumed shared 25:75 by local and central Government, residual values in year 30 are ignored (the BCR doubles if included).

In addition, the tram is a feature of Sheffield that supports development along its route, which, along with the time and cost savings calculated, is reflected in relatively higher “like-for-like” recorded property prices within its walk catchment than outside.

Reinvesting in the tram is therefore very likely to prove highly beneficial for transport users, providers and the rest of the community and not require ongoing subsidy to operators – as now. However, there are uncertainties around the data and parameters in the model given its age. Updating the model by collecting new traffic data and recalibrating the demand model, as required by webTAG, would provide the required assurance. The modelling work would also enable extensions, feeder bus services or alternatives such as BRT to be modelled robustly at marginal cost, following local re-calibration, validation and specification of a particular “Do Something” scheme.

#### 4. Financial Case

##### 4.1 Cost of producing OBC

Please provide a breakdown of the estimated costs from 2016/17 of producing an Outline Business Case, broken down into headings such as data collection, consultation, surveys etc.

Please exclude costs incurred up to and including 2015/16 but state these in the table at 4.2 below.

Data Collection	£400,000 <sup>(1)</sup>
Model Update (SRTM3 – SRTM4)	£400,000 <sup>(1)</sup>
Appraisal	£200,000
Design Work	£x
Cost Estimates	£x
Bid Preparation	£x
Consultation Bid Preparation	£x
Others	£x
Internal Costs (Project Management/Legal, etc)	£x
<b>TOTAL</b>	<b>£1.6M</b>
Less Local Contributions	-£0.8M
<b>TOTAL BID FOR</b>	<b>£0.8M</b>
<b>Work on costs not complete</b>	

Notes: <sup>(1)</sup>Cost for update of SRTM3 to be shared between projects using it

The SCR has a strategy for updating its models and has liaised closely with modelling practitioners to ensure these costings reflect the likely costs of the proposed work. There are uncertainties around the quality of telephony data, but consultants on the SCR’s modelling framework have experience with the use of this in the context of Highways England’s current regional modelling programme. This data covers the entirety of movements between cell masts in the area of impact of Supertram, but significant analytical work is required to develop

matrices that adequately reflect all, especially short, trips and distinguish between modes in the city centre. A small number of roadside interviews may be required to provide a link with previous work. Traditional surveys and counts will also be required.

#### 4.2 Funding requirement

Please break the total of producing the OBC into financial years and indicate how much is being sought from DfT. (Please express in £m to three decimal points)

	2015/16 and before	2016/17	2017/18	2018/19	TOTAL
Funding sought from DfT large local majors fund			0.820	0	<b>0.8</b>
Local funding		0.590	0.210	0.02	<b>0.8</b>
<b>TOTAL</b>		<b>0.590</b>	<b>1.030</b>	<b>0.02</b>	<b>1.6</b>

**Work on costs not complete yet**

Please note that DfT funding in 2016/17 is only available for bids received by the fast track deadline of 31 May.

The total cost from 2016/17 onwards should match the cost quoted in 4.1 above

Please confirm whether or not the funding sought from DfT can be capitalised (you may provide additional comments or qualifications as necessary)?

Y/N –

#### 4.3 Capital cost of scheme

Please provide your best estimate of the capital cost of the scheme (excluding the costs of producing an OBC above).

We recognise that the scope and cost of the scheme may be approximate at this stage, but if possible, please

- provide the cost of each option if more than one. And please express as a range if necessary.
- use outturn prices, but ensure that the current prices and inflation uplift can be separately identified.
- include and separately identify the preparation costs (between OBC and start of construction)
- include a reasonable estimate of risk/contingency but do not add an additional optimism bias uplift (reference webTAG guidance if unclear)

The following format would be helpful but is not mandatory.

#### Option 3 – Renewal of System for another 30 years' concession

	Preparation costs (between OBC and construction)	Land purchase	Construction costs	TOTAL

Base cost		£0	
Risk		£0	
Inflation		£0	
TOTAL			£130M

**Option 1 – Close Network**

	Preparation costs (between OBC and construction)	Land purchase	Construction costs	TOTAL
Base cost				
Risk				
Inflation				
TOTAL				

Cost Plans being prepared

*4.4 Affordability*

Is the likely total capital cost of the scheme (as detailed in 4.3 above) below the guideline threshold for your LEP at Annex A	<b>N</b>
Is the scheme in an area that has Devolution Deal/Gainshare funding?	<b>Y</b>
Is the scheme on the strategic road or rail network?	<b>N</b>
Is the scheme composed of elements that could be delivered independently of each other over a longer timescale?	<b>N</b>

If you have answered YES to any of the above questions please provide additional explanation of why you feel the scheme is unaffordable other than via a bid to the large majors fund.

Paragraph being developed with SCR

**5. Management Case**

*5.1 Outline Business Case delivery*

Please provide a timeline for the production of an OBC (a full GANTT chart is not necessary, just the basic milestones and dates)

See Appendix 1.

The key milestones for the production of the OBC are:

- Stakeholder Consultation Complete      Sep 2016
- Scope for options agreed                      Oct 2016
- SRTM4 complete                                  Jun 2017
- Approval complete                                Sep 2017
- OBC complete and approved                  May 2018

Gantt Chart showing more details is attached as Appendix ?

*5.2 Outline Business Case Governance*

The production of the OBC will be carried out using a Governance structure based on current best practice, Central Government guidance and the experience gained during the production of recent successful cases such as BRT North and Supertram Additional Vehicles. Likewise, the Team delivering the work will largely be drawn from people involved in previous similar work.

More details of the structure are given in Appendix 2

**Key staff/roles /involvement of partners etc...**

In parallel with this work, there will also be Project Teams drawn from the pool of staff, and Framework Consultants dealing with:

- Tram Train
- Re-railing already being delivered
- Possible extensions/HS2 links

in addition to the day to day management of the network.

*5.3 Scheme delivery*

Please provide an outline timeline for the delivery of the scheme itself (a full GANTT chart is not necessary, just the basic milestones and dates).

The main milestones for delivery of the scheme are

- Approval of OBC ?/??
- Detail Design ?/??
- Cost Updates ?/??
- Powers (minor) ?/??
- BC Updated ?/??
- Procurement/Tendering ?/??
- Full Approval ?/??
- Site Start ?/??
- Complete ?/??
- New Concession awarded 1/4/2024

See Appendix 3.

*5.4 Stakeholder support*

Please provide evidence of support for this scheme prior to the development of this bid, referencing activity from businesses, campaign groups, MPs etc.

It would be helpful to include any relevant links to news stories, campaign websites etc.

**SYPTe has not publicised that the existing network is at risk, therefore there are no campaigns to support, or otherwise, its retention.**

- **Evidence of general support –**
- **Letters of support –**

**6. Optional**

*6.1 RIS2 funding*

**Version: V1.9 – Issued for comment**  
**Status: Draft – Work in Progress**  
**Date: 25 May 2016**

Would you like to flag this scheme for potential RIS2 funding if it is close to, and could possibly help the Strategic Road network?

**No**

## 7. Declarations

### 7.1 Lead LEP officer

I confirm that this bid has the full support of [*name of LEP*] and hereby submit it to DfT on the LEPs behalf for consideration.

Name:

Signed:

Position:

Phone:

Email:

### 7.2 Section 151 Officer declaration

As Section 151 Officer for [*name of promoting authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- has allocated sufficient budget to produce the Outline Business Case on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs of producing an Outline Business Case over and above the DfT contribution requested, including potential cost overruns
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested

Name

Signed:

Please email this completed form to:

[LT.plans@dft.gsi.gov.uk](mailto:LT.plans@dft.gsi.gov.uk)

by the following deadlines

**by 31 May 2016** if bidding for funding to start in 2016/17

**by 21 July 2016** if bidding for funding to start in 2017/18 or later

*Please note that the size limit for attachments to a single incoming email to DfT is 20MB. If your bid is larger than this please submit separate emails, use a zip folder, or convert large files to alternative format.*

**Appendix 1 - Programme (OBC)**  
**Appendix 2 - Project Structure (for OBC production)**  
**Appendix 3 - Programme (Scheme)**  
**Appendix 4 - Cost Plans (OBC and full scheme)**  
**Appendix 5 - Outline Option Assessment Report**  
**All being prepared**

## FUTURE OF SUPERTRAM – OPTION ASSESSMENT REPORT

This document summarises the initial assessment of options associated with the future of the current tram network.

- **Option 1 – Do Nothing** (*above Business as Usual activities*) **until next renewal needed**

This would result in the closure of the network in about 2018 as a result of Health & Safety issues associated with the potential/actual failure of the embedded rails on part of the network. (partial closure might be possible but on initial appraisal the partial network is unlikely to be viable).

**Strategic Case:** *Does not fit with current SCR Policy/Strategy*

**Economic Case:** *High level of disbenefits:*

- *More congestion*
- *Increased Journey Times*
- *Reduced accessibility*
- *Increased emissions*
- *Not able to support future SCR Plans*

**Financial Case:** *Saves costs of renewals but:*

- *Closure/making good expensive (≈£100M)*
- *No funding identified at present*

**Delivery Case:** *Limited work but not a complicated job to deliver*

**Commercial Case:** - *Impact on current concession not assessed yet*

- *Risks transfer to Sponsor*
- *Document for making good relatively simple*

Not recommended but this will be the outcome if there is no case/funding for renewals.

- **Option 2 – Do Something** (*Small*)

Maintain the network until the end of the current concession (2024) then close (i.e. minimise but not eliminate investment in the network).

As halfway between Options 1 and 3 it combines the worse of both (i.e. investment in the short term then closure costs/disbenefits).

Only to be pursued until the case for renewals is determined

**Strategic Case:** *Fits with Policy/Strategy only in short term*

**Economic Case:** *High level of disbenefits (see Option 1) but delayed slightly*

**Financial Case:** *As Option 1 but with costs associated with keeping network going (costs ≈ £?)*

**Delivery Case:** *No work on this to date*

**Commercial Case:** *No work on this to date*

- **Option 3 – Do Something** (*renewal of existing asset for further 30+ years economic life*)

In the period up to and around the end of the current concession, deliver renewals to enable the system to operate for another 30 years (2024 to 2054 - the likely economic life of renewed infrastructure).

The delivery of some of these could be after the award of the next concession but at present it has been assumed:

- the cost of renewals will be similar regardless of method of delivery;
- the next period of concession will not generate significantly larger profits for re-investment than the current one.

**Strategic Case:** - *Fit with SCR Policy/Strategy = Good*  
- *Enables delivery of SCR goals in areas affected by Network*

**Economic Case:** - *Delivers significant benefits*  
- *High BCR (initial figures only)*

**Financial Case:** - *High Costs*  
- *No funding identified at present*

**Delivery Case:** *Complicated timing issues regarding works and letting of new concession*

**Commercial Case:** - *Viability of Network assumed to be similar as current*  
- *Procurement of new concession could be complicated*  
- *Some risks remain with public sector*

Initial cost plans for options given in **Appendices X** and **Y**.

All work on options very preliminary at present.

## Large Local Major Transport Schemes

### Application for Scheme Development Costs

<b>Scheme Name</b>	PAN NORTHERN CONNECTIVITY
<b>Lead LEP</b>	SCR
<b>Other supporting LEPs</b> <i>(if applicable - see 2.4 below)</i>	
<b>Promoting Authority</b>	Doncaster MBC; Barnsley MBC

#### 1. Introduction

##### 1.1 Description

Please describe the scheme (and attach a map if available)

The construction of a new strategic highway link will provide resilience, capacity, investment and growth across the Pennines, connecting Manchester via the Trans-Pennine Tunnel in the west and the M180 link to the Humber Ports in the East.

This scheme will support the aims of the Northern Powerhouse and support the delivery of our Sheffield City Region Strategic Economic Plan, as it is estimated the scheme could generate significant GVA along the corridor served by the scheme in the SCR and beyond directly in North East Lincs and the Humber and indirectly across West Yorkshire .

##### **Purpose of the Document**

The purpose of the OBC is to demonstrate that it is a real alternative to the M62, connecting the South Humber Ports with the M67 and link with the proposed Trans Pennine Tunnel, enabling capacity to be released and drive the economy of the north.

This Pan-Northern Proposal OBC will showcase the benefits of this proposal, the reasons for promoting this route as a real option and setting out our next steps

##### **Our Catalyst for Growth: The Proposal**

Building on the opportunity presented by the Trans Pennine Tunnel we are proposing to construct a new 'mile a minute' strategic highway link connecting Manchester through the Trans-Pennine Tunnel with the A1 and the Humber Ports, providing a real alternative to the M62.

This new highway link will provide resilience, capacity, investment opportunities and growth across the Pennines; providing a strategic east-west link across the north of Doncaster, through Barnsley linking the Trans-Pennine Tunnel with the M1, A1, M18 and M180 and M62 into Hull.

Locally, this new strategic transport corridor across Barnsley and Doncaster could deliver a transformation in east- west connectivity and over £1million GVA per year along the corridor served by the scheme in Barnsley and Doncaster districts alone. This demonstrates the fundamental importance of the route in terms of strategic local



connectivity, which underpins the pan-Northern benefits it would create.

### **A pan-Northern Proposal**

This scheme would provide pan-Northern benefits and would complement the development of the Northern Powerhouse in both transport and economic terms:

Significant additional east-west connectivity and capacity, without committing to further capacity improvements on the M62.

Improving the resilience of strategic east-west trips by providing a strategic alternative route to the M62.

Released capacity on the M62 so that other City Regions can accommodate growth.

### **Enhancing our Connectivity**

As well as providing significant Pan-Northern connectivity benefits, our proposal will also build on and enhance the benefits of a number of local schemes providing enhanced connectivity across the region:

- Hatfield Link
- A1–A19 Regeneration Route
- A19–DN7 M18/M180 Link
- Hickleton and Marr Bypasses (A635)
- Birdwell
- A628–M1 J36 improvement
- M1 J37 Upgrades

The scheme can be scalable and delivered in 4 sections - all of which deliver independent connectivity improvements and individual agglomeration benefits.

- **Trans Pennine Tunnel**

1. M1 to A635 Dearne Valley regeneration route
2. A635 Hickleton and Marr by-pass to A1M
3. A1M to A19
4. A19 to DN7 – M180

## **2. Strategic Case**

### *2.1 Problem Identification*

Please describe the problem that the scheme is designed to solve. Please illustrate with evidence and provide hyperlinks to any online material

*To support and build upon the vibrant and growing economy of the North and act as a catalyst for further economic growth: the highway network should offer reliability for people to travel and goods to move without congestion*

*From a local perspective, enhancement to Trans-Pennine connectivity is fundamental to the improved productivity of the SCR's economy. As detailed within the SCR Strategic Economic Plan and Transport Strategy (LTP3), there is clear recognition and local need for a reduced journey time and improved resilience of Trans-Pennine road connectivity, as this will increase the attractiveness of road trips, promoting greater levels of commuting and business interaction.*

## 2.2 Option development

Please describe what option development work has been done to date and reference with hyperlinks or attachments. In particular, illustrate why alternative/lower cost/phased options have been ruled out.

Four options are currently being considered.

Option 1

Option 2

Option 3

Option 4

Have any of the following documents been produced? (If Y please attach to this bid)

<i>Option Appraisal Report (OAR)</i>	Y/N
<i>Appraisal Specification Report (ASR)</i>	Y/N
<i>Strategic Outline Business Case (SOBC)</i>	Y/N

A phased approach can be delivered

## 2.3 Alignment with LEP Strategic Economic Plan

Please illustrate how the proposal links with the aims of the SEP and the degree to which it would enhance the SEP. Please make any necessary cross reference to your bid for Growth Deal funding.

As detailed within the Department for Transport Trans-Pennine Tunnel Study Interim Report, shows high level scenario testing of a new link shows that productivity benefits of between £171m and £421m per annum can be achieved, with further potential gains in productivity arising from increased competition across markets. However, we believe further outcome benefits will be achievable and we need to test through the development of a OBC some areas where additional benefit will drive the outcomes in the economic assessment to help make the best possible investment case for a wider Pan Northern Connectivity Route

- 1. Assessment of wider economic impacts** –The transformational nature of a new Trans-Pennine road link provides the potential to revolutionise journey times and reliability across the Northern Powerhouse area. As a result, the economic assessment of a Trans-Pennine Tunnel needs undertaken to include the agglomeration and productivity benefit across the whole TfN geography (potentially nationally). The benefits of the pan northern route as set out in our proposal will be much broader than the defined in the current tunnel study area and we believe the outputs will justify development of a full direct pan northern connectivity route
- 2. Impacts of the Pan Northern Connectivity Route on other Trans-Pennine corridors** – The Pan Northern Connectivity Route will provide additional road capacity across the Pennines and play an important role in relieving congestion on existing Trans-Pennine routes (A6, A57, A628 and M62). It is therefore vitally important that the economic assessment of the Trans-Pennine Tunnel takes into consideration the benefits of releasing capacity on existing routes, specifically the

M62. The economic assessment undertaken part of the OBC will seek to quantify the benefits of released capacity on the aforementioned routes?

3. **Supporting and connecting infrastructure** –The SCR has identified potential intervention, connecting the eastern side of the Trans-Pennine Tunnel with a new highway link to the M1, A1, M18 and M180. The creation of this new link will serve the following functions;

- Provide and facilitate greater inter-regional journeys both from a freight and commuter perspective from the Humber Ports to the SCR and wider Northern Powerhouse area.
- Significant additional east-west connectivity and capacity, without committing to further capacity improvements on the M62.
- Improving the resilience of strategic east-west trips by providing a strategic alternative route to the M62, further unlocking development potential along the M62 and potentially reducing traffic flows on business to business links along the M62 corridor.
- As well as providing significant Pan-Northern connectivity benefits, our proposal will also build on and enhance the benefits of a number of local schemes and development sites.

#### *2.4 Cross LEP support*

If this bid has been endorsed by more than one LEP as an agreed priority over a multi-LEP area please confirm which LEPs (and any other bodies) support this bid and provide any further information on the strategic rationale.

the project we believe would gain support from LEPS across the north

For the reasons outlined above, we would find it beneficial if TfN would consider supporting of this aspiration, noting the wider benefits that could material across the Northern Powerhouse areas, SCR, Leeds City Region and Hull and Humberside LEPS .

### **3. Economic Case**

#### *3.1 Value for money*

Please summarise your current understanding of the likely costs and benefits of the scheme and reference any reports on this to date (please provide hyperlinks or attachments). If more than one option please detail the relative costs and benefits of each, if available. In doing so, please make clear the age and source of the underlying data and any assumptions.

The Pan Northern Connectivity Route option will provide approximately 36km of new strategic route network, partly through existing improved alignments on existing weak corridors and unlocking key regeneration sites through the whole corridor. The scheme could also incorporate aspiration around M1 and A1m strategic network improvements and align economies of scales around junction improvement where the schemes intersect.

Costings are expected at this stage to be circa £300 – 500m

#### 4. Financial Case

##### 4.1 Cost of producing OBC

Please provide a breakdown of the estimated costs from 2016/17 of producing an Outline Business Case, broken down into headings such as data collection, consultation, surveys etc.

Please exclude costs incurred up to and including 2015/16 but state these in the table at 4.2 below.

It is expected that development costs for producing an Outline Business Case would be £2m

##### 4.2 Funding requirement

Please break the total of producing the OBC into financial years and indicate how much is being sought from DfT. (Please express in £m to three decimal points)

	2015/16 and before	2016/17	2017/18	2018/19	TOTAL
Funding sought from DfT			£2.000m		
large local majors fund					
Local funding					
TOTAL					

Please note that DfT funding in 2016/17 is only available for bids received by the fast track

deadline of 31 May.

The total cost from 2016/17 onwards should match the cost quoted in 4.1 above

Please confirm whether or not the funding sought from DfT can be capitalised (you may provide additional comments or qualifications as necessary)?

Y/N

#### 4.3 Capital cost of scheme

Please provide your best estimate of the capital cost of the scheme (excluding the costs of producing an OBC above).

We recognise that the scope and cost of the scheme may be approximate at this stage, but if possible, please

- provide the cost of each option if more than one. And please express as a range if necessary.
- use outturn prices, but ensure that the current prices and inflation uplift can be separately identified.
- include and separately identify the preparation costs (between OBC and start of construction)
- include a reasonable estimate of risk/contingency but do not add an additional optimism bias uplift (reference webtag guidance if unclear)

The following format would be helpful but is not mandatory.

	Preparation costs (between OBC and construction)	Land purchase	Construction costs	TOTAL
Base cost				
Risk				
Inflation				
TOTAL				

#### 4.4 Affordability

Is the likely total capital cost of the scheme (as detailed in 4.3 above) below the guideline threshold for your LEP at Annex A	Y/N
Is the scheme in an area that has Devolution Deal/Gainshare funding?	Y/N
Is the scheme on the strategic road or rail network?	Y/N
Is the scheme composed of elements that could be delivered independently of each other over a longer timescale?	Y/N

If you have answered YES to any of the above questions please provide additional explanation of why you feel the scheme is unaffordable other than via a bid to the large majors fund.

## 5. Management Case

### 5.1 Outline Business Case delivery

Please provide a timeline for the production of an OBC (a full GANNT chart is not necessary, just the basic milestones and dates)

### 5.2 Outline Business Case Governance

Please set out the basic governance arrangements for production of the OBC, roles, responsibilities, resources etc.

### 5.3 Scheme delivery

Please provide an outline timeline for the delivery of the scheme itself (a full GANNT chart is not necessary, just the basic milestones and dates).

### 5.4 Stakeholder support

Please provide evidence of support for this scheme prior to the development of this bid, referencing activity from businesses, campaign groups, MPs etc.

It would be helpful to include any relevant links to news stories, campaign websites etc.

## 6. Optional

### 6.1 RIS2 funding

Would you like to flag this scheme for potential RIS2 funding if it is close to, and could possibly help the Strategic Road network? N

If Y, please briefly describe, with any evidence, the scheme's potential to help the Strategic Road Network.

## 7. Declarations

*7.1 Lead LEP officer*

I confirm that this bid has the full support of [*name of LEP*] and hereby submit it to DfT on the LEPs behalf for consideration.

Name:

Position:

Phone:

Email:

Signed:

*7.2 Section 151 Officer declaration*

As Section 151 Officer for [*name of promoting authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- has allocated sufficient budget to produce the Outline Business Case on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs of producing an Outline Business Case over and above the DfT contribution requested, including potential cost overruns
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested

Name:

Signed:

Please email this completed form to:

[LT.plans@dft.gsi.gov.uk](mailto:LT.plans@dft.gsi.gov.uk)

by the following deadlines

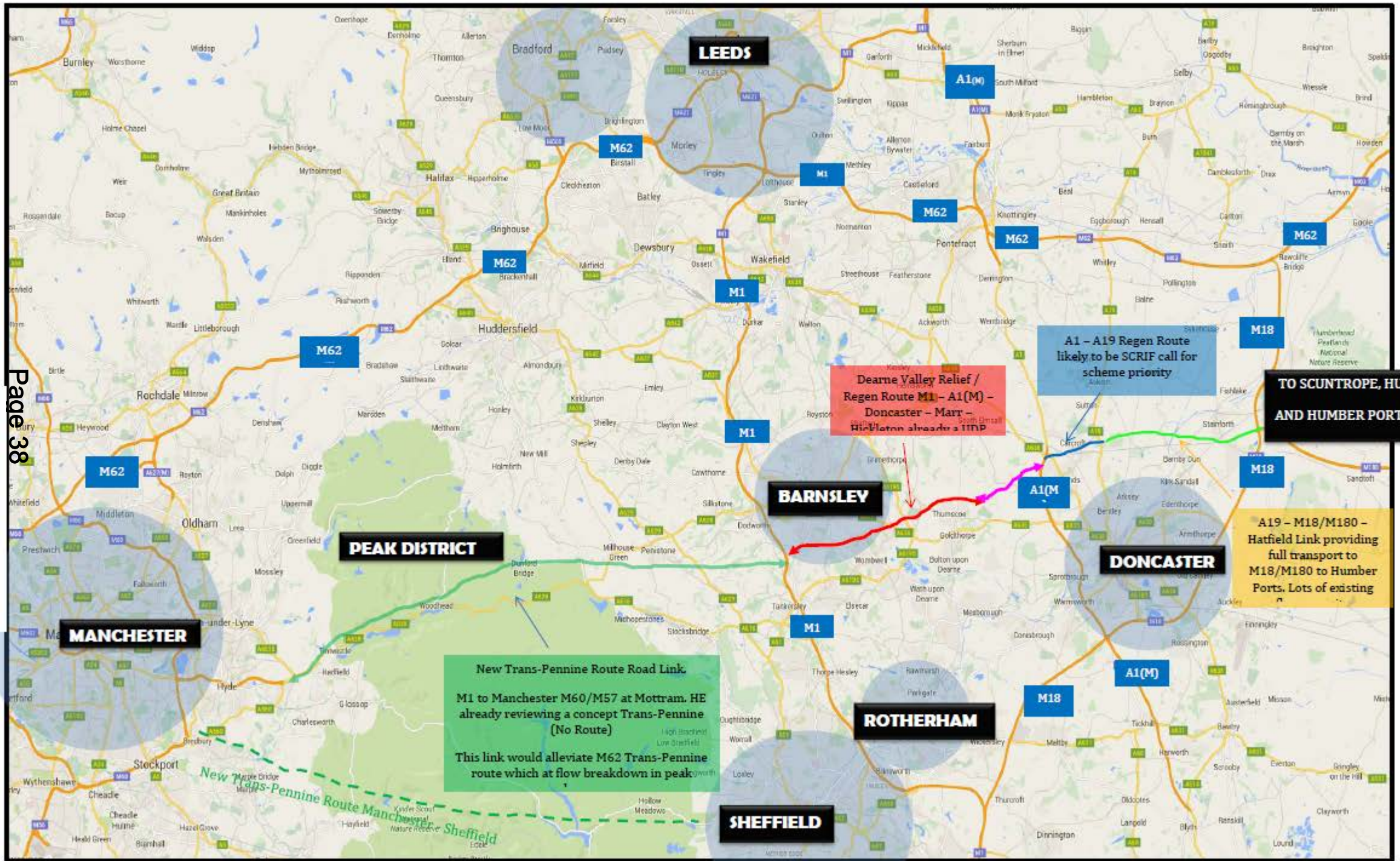
**by 31 May 2016** if bidding for funding to start in 2016/17

**by 21 July 2016** if bidding for funding to start in 2017/18 or later

*Please note that the size limit for attachments to a single incoming email to DfT is 20MB. If your bid is larger than this please submit separate emails, use a zip folder, or convert large files to alternative format.*



# Pan northern connectivity. Proposed New Trans – Pennine Link





## Large Local Major Transport Schemes

### Application for Scheme Development Costs

<b>Scheme Name</b>	Mass Transit Connectivity
<b>Lead LEP</b>	SCR
<b>Other supporting LEPs</b> <i>(if applicable - see 2.4 below)</i>	
<b>Promoting Authority</b>	Doncaster MBC

#### 1. Introduction

##### 1.1 Description

Please describe the scheme (and attach a map if available)

*The heart of Doncaster requires a route to connect a number of key attractors. The main focus identified is the connection with Robin Hood Doncaster Sheffield Airport with a direct service into Doncaster Town Centre. It had been intended that the Airport would be served by a train service but the corridor between the Airport and the Town Centre has greater potential for a Doncaster Mass Transit (DMT). This would offer connectivity to the Yorkshire Wildlife Park, Lakeside Village, National High Speed Rail College, Keepmoat Stadium, Doncaster Central Business District, Doncaster Railway Station, Doncaster Minster/Market Area, Waterfront which includes Doncaster College and potentially the High Speed Rail Accommodation for Students and will connect Wheatley Hall Road Shopping Centre and extend out to Junction 4 of the M18 providing access to jobs at West Moor Park.*

*The impact on the rail network is minimised to the Doncaster to Lincoln line between Lakeside and Finningley. Tram Train will allow the service to be routed to allow direct access the Airport Terminal which traditional heavy rail options would be difficult to deliver and can be extended to serve the wider Robin Hood Airport Business Park and the Doncaster PGA golf course. As the tram train will operate from Lakeside to Doncaster Centre via White Rose Way this will allow regular services which do not impact on the train movements in and around Doncaster Railway Station*

*The DMT would open up a number of key destinations to a wider market with the connectivity with the National Rail Network. In the form of a tram train this would offer the capacity to address the anticipated demand along the defined route. There is also scope to provide stops serving significant housing developments which would link to key employment sites and leisure activities.*

#### 2. Strategic Case

##### 2.1 Problem Identification

Please describe the problem that the scheme is designed to solve. Please illustrate with evidence

and provide hyperlinks to any online material

The initial issue identified was rapid connectivity with Robin Hood Doncaster Sheffield Airport. The growth in areas along the route has given rise to the potential for other connections such as Yorkshire Wildlife Park which is currently experiencing 750k visitors per year and is continuing to grow. High Speed Rail College and linking this with the Student Accommodation site will provide a key access to education and will make the attractiveness within the region of the college much greater with better connectivity. Employment in and around Lakeside, Lakeside village shopping centre and Leisure attractions in the area contribute the potential users for the service

Doncaster Market has had a long standing issue with public transport connectivity which this would address particularly as it would offer the wider connectivity through the Interchange. DMT would help to stimulate growth along the corridor to the North of the Town Centre with Waterfront, Wheatley Hall Road, Shaw Lane and West Moor Park as key employment sites along the route.

There would also be scope for high quality Park and Ride sites at each end of the route thereby reducing congestion issues particularly around Thorne Road. Future housing developments would also benefit from DMT and make viability of some sites easier to deliver.

A flourishing economy requires continuous action to attract high levels of inward investment and achieve step change in economic performance. Connectivity is one of the key factors differentiating locations for investment and substantial increase in public transport capacity is essential in meeting the needs for employment, commercial and housing provision

The fixed nature of a Tram Train infrastructure helps to boost investor confidence and adds to Doncaster's appeal as a destination for Business, employment, house buyers and attracting visitors

DMT provides improved linkages to Doncaster Railway Station and thus connectivity to the national rail network. The tram stop at the interchange will provide access to all public transport at one key location.

The investment in fixed transport links provides a focus for development and the regeneration and renewal of the surrounding area.

## *2.2 Option development*

Please describe what option development work has been done to date and reference with hyperlinks or attachments. In particular, illustrate why alternative/lower cost/phased options have been ruled out.

Four options are currently being considered.

### Option 1

To build a station on the existing Lincoln Line and provide a shuttle service to the Doncaster Sheffield Airport. The current frequency of train services between Doncaster and Lincoln would need to be increased to an hourly service. As the only additional stop on the line would be at the airport there is a limit to the passenger growth required to make the additional trains viable. The station could incorporate Park and Ride facilities for Doncaster based commuters.

**Option 2**

Create a link from the East Coast Main line to serve the Airport, this is unlikely to provide local links to Doncaster and the Sheffield stations as trains will not stop at both Doncaster stations.

**Option 3**

Provide a Tram Train line that ties in with key attractors by providing a fast and efficient service that can link with the Rail Network and provide access to a number of sites thereby increasing the patronage of the Tram Train to a level that would ensure viability for provision of services

**Option 4**

Provide Bus Rapid Transit on a similar route to the Tram Train offer but utilising existing infrastructure where feasible.

Have any of the following documents been produced? (If Y please attach to this bid)

<i>Option Appraisal Report (OAR)</i>	Y/N
<i>Appraisal Specification Report (ASR)</i>	Y/N
<i>Strategic Outline Business Case (SOBC)</i>	Y/N

A phased approach can be delivered by limiting the extent of the network to the North of Waterfront.

**2.3 Alignment with LEP Strategic Economic Plan**

Please illustrate how the proposal links with the aims of the SEP and the degree to which it would enhance the SEP. Please make any necessary cross reference to your bid for Growth Deal funding.

**2.4 Cross LEP support**

If this bid has been endorsed by more than one LEP as an agreed priority over a multi-LEP area please confirm which LEPs (and any other bodies) support this bid and provide any further information on the strategic rationale.

**3. Economic Case**

**3.1 Value for money**

Please summarise your current understanding of the likely costs and benefits of the scheme and reference any reports on this to date (please provide hyperlinks or attachments). If more than one option please detail the relative costs and benefits of each, if available. In doing so, please make clear the age and source of the underlying data and any assumptions.

The tram train option will provide approximately 22km of tram network, partly through existing

heavy rail provision but the majority on existing highways. Costings are expected at this stage to be circa £300m

#### 4. Financial Case

##### 4.1 Cost of producing OBC

Please provide a breakdown of the estimated costs from 2016/17 of producing an Outline Business Case, broken down into headings such as data collection, consultation, surveys etc.

Please exclude costs incurred up to and including 2015/16 but state these in the table at 4.2 below.

It is expected that development costs for producing an Outline Business Case would be £2m

##### 4.2 Funding requirement

Please break the total of producing the OBC into financial years and indicate how much is being sought from DfT. (Please express in £m to three decimal points)

	2015/16 and before	2016/17	2017/18	2018/19	TOTAL
Funding sought from DfT large local majors fund			£2.000m		
Local funding					
TOTAL					

Please note that DfT funding in 2016/17 is only available for bids received by the fast track deadline of 31 May.

The total cost from 2016/17 onwards should match the cost quoted in 4.1 above

Please confirm whether or not the funding sought from DfT can be capitalised (you may provide additional comments or qualifications as necessary)?

Y/N

#### 4.3 Capital cost of scheme

Please provide your best estimate of the capital cost of the scheme (excluding the costs of producing an OBC above).

We recognise that the scope and cost of the scheme may be approximate at this stage, but if possible, please

- provide the cost of each option if more than one. And please express as a range if necessary.
- use outturn prices, but ensure that the current prices and inflation uplift can be separately identified.
- include and separately identify the preparation costs (between OBC and start of construction)
- include a reasonable estimate of risk/contingency but do not add an additional optimism bias uplift (reference webtag guidance if unclear)

The following format would be helpful but is not mandatory.

	Preparation costs (between OBC and construction)	Land purchase	Construction costs	TOTAL
Base cost				
Risk				
Inflation				
TOTAL				

#### 4.4 Affordability

Is the likely total capital cost of the scheme (as detailed in 4.3 above) below the guideline threshold for your LEP at Annex A	Y/N
Is the scheme in an area that has Devolution Deal/Gainshare funding?	Y/N
Is the scheme on the strategic road or rail network?	Y/N
Is the scheme composed of elements that could be delivered independently of each other over a longer timescale?	Y/N

If you have answered YES to any of the above questions please provide additional explanation of why you feel the scheme is unaffordable other than via a bid to the large majors fund.

**5. Management Case**

*5.1 Outline Business Case delivery*

Please provide a timeline for the production of an OBC (a full GANNT chart is not necessary, just the basic milestones and dates)

*5.2 Outline Business Case Governance*

Please set out the basic governance arrangements for production of the OBC, roles, responsibilities, resources etc.

*5.3 Scheme delivery*

Please provide an outline timeline for the delivery of the scheme itself (a full GANNT chart is not necessary, just the basic milestones and dates).

*5.4 Stakeholder support*

Please provide evidence of support for this scheme prior to the development of this bid, referencing activity from businesses, campaign groups, MPs etc.

It would be helpful to include any relevant links to news stories, campaign websites etc.

**6. Optional**

*6.1 RIS2 funding*

Would you like to flag this scheme for potential RIS2 funding if it is close to, and could possibly help the Strategic Road network? N

If Y, please briefly describe, with any evidence, the scheme's potential to help the Strategic Road Network.

## 7. Declarations

### 7.1 Lead LEP officer

I confirm that this bid has the full support of [*name of LEP*] and hereby submit it to DfT on the LEPs behalf for consideration.

Name:

Signed:

Position:

Phone:

Email:

### 7.2 Section 151 Officer declaration

As Section 151 Officer for [*name of promoting authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]

- has allocated sufficient budget to produce the Outline Business Case on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs of producing an Outline Business Case over and above the DfT contribution requested, including potential cost overruns
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested

Name:

Signed:

Please email this completed form to:

[LT.plans@dft.gsi.gov.uk](mailto:LT.plans@dft.gsi.gov.uk)

by the following deadlines

**by 31 May 2016** if bidding for funding to start in 2016/17

**by 21 July 2016** if bidding for funding to start in 2017/18 or later

*Please note that the size limit for attachments to a single incoming email to DfT is 20MB. If your bid is larger than this please submit separate emails, use a zip folder, or convert large files to alternative format.*

# DfT Large Majors

Period Highlight: 17 Plan Actual Complete

ACTIVITY	April		May			June				July			August							
	25-29	WEEK	2-6	9-13	16-20	23-27	30-3	6-10	13-17	20-24	27-1	4-8	11-15	18-22	25-29	1-5	8-12	15-19	22-26	29-2
Notes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
<b>Officer Prioritisation</b>																				
Internal 'Call for Schemes'																				
Officer liaison																				
<b>Promoter Drafting</b>																				
Early draft for EB																				
SCR Review																				
Further Drafting																				
SCR Review																				
SLG																				
<b>Approval Process</b>																				
Transport EB																				
Infrastructure EB (Info)																				
CA / LEP (Delegated Approval)																				
Transport EB (Recommend)																				
Infrastructure EB (Info)																				
Delegated Sign Off																				
Bid Deadline																				



FOR DISCUSSION

## SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

2 JUNE 2016

### LOCAL GROWTH FUND 3 PROCESS AND TIMESCALES

#### Summary

- This paper presents a summary of the submission process, internal timescales and next steps for the next round of Local Growth Fund 3 (LGF 3).
- The Fund is worth £1.8bn and will be primarily phased from 2018 onwards. The deadline for Government to receive submissions is 21 of July 2016.
- The Transport Executive Board (TEB) is being asked to discuss and endorse the proposed approach to the Fund.

#### 1. Issue

- 1.1. Government has launched the next round of proposals for Growth Deal funding, with submissions required by the summer recess (21 July 2016). These will be assessed by government on a competitive basis. As an area establishing a Mayoral Combined Authority, the SCR is able to **submit a programme level**, rather than a project based bid. On this basis, and as the funding bid is primarily available from 2018 onwards, the City Region is proposing to formulate its bid to top-up funding for key existing programmes such as SCRIF and skills capital. This will be focused on securing additional funds for priorities from the Area Based Review and the SCR Integrated Infrastructure Plan.
- 1.2. This paper describes the proposed arrangements and a set of next steps to progress the work required to take this forward.

#### 2. Recommendations

- 2.1. To note the proposed programme level approach as agreed by the Combined Authority (CA) and LEP on 9 May 2016 to the development of the City Region's LGF bid, to act as a 'top-up' to the SCR's existing Growth Deal programmes which delivers priorities identified through the LEP prioritisation workshop, the Integrated Infrastructure Plan (IIP) and the planned Strategic Economic Plan (SEP) refresh.
- 2.2. To discuss and endorse the proposed TEB approach to the LGF 3 submission as set out in para 3.7.

- 2.3. To note the internal timescales that have been set and agreed in order to meet the 21 July 2016 Government deadline set out in para 3.8.

### 3. Background Information

#### Growth Deal 3

- 3.1. The guidance highlights that LEPs in areas establishing Mayoral Combined Authorities (MCA) will be able to bring forward programme-level proposals for future LGF rounds, which once agreed will also form part of the City Region's single pot. In a subsequent letter received from the Secretary of State for Communities and Local Government (CLG) proposals have now been invited from LEPs for the next round of Growth Deal proposals.
- 3.2. The deadline for proposals has been set for the submission by the summer recess (21 July 2016) to compete for the £1.8bn available. This scale of national investment available is therefore more comparable with Growth Deal 2 than Growth deal 1, where Government allocated £1.1bn and the SCR received £30m. It should also be noted that this funding is primarily phased from 2018 onwards and therefore should be seen to effectively top-up' the City Region's existing LGF award, which begins to taper off from this financial year.
- 3.3. The two main proposed areas themes for this bid would also effectively seek to unlock funding for, capitalising on, two significant work areas that have been undertaken by the SCR over the last year, the Area Based Review and the IIP. As such the SCR's bid would comprise the following main strands:
- **Skills capital funding** – to take forward recommendations of the Area Based Review and wider work on priorities to develop our Local Skills Strategy, including the Institute of Technology.
  - Infrastructure funding for schemes proposed to be commissioned through the **Integrated Infrastructure Plan** – based on the narrative surrounding the development of our Plan, which will enable us to develop a commissioned prioritised pipeline of schemes by beginning of 2017. The SCR will effectively seek additional funding to form the next wave of SCRIF priorities. The Infrastructure Plan includes transport as a key component.
  - **Sustainable Transport Exemplar Programme (STEP)** – to provide future years funding to be able to extend the length of the exiting programme. To note, STEP is a series of transport interventions delivered throughout South Yorkshire by the four local authorities and South Yorkshire Passenger Transport Executive. The primary focus of the programme is active travel, specifically new or improved walking and cycling routes, although it also features some public transport elements, including key bus route improvements.
- 3.4. **It is proposed the thematic content of each of these areas be developed by the respective Executive Boards, based on a common template.** These should then be incorporated into the central narrative that makes the case for investment in the SCR. It is envisaged that this could incorporate some of the key aspects of the planned re-freshed Independent Economic Review (IER) to make the most compelling case to Government.
- 3.5. Government expects the SCR to provide a specific amount of funding and to state the purpose for the monies being asked for. To this extent, the IIP story will need to state the amount of funding that is required for infrastructure. Alongside this, the SCR proposal will need to ensure value for money and set out proper use of public money.

## Proposed TEB Approach

- 3.6. The proposed approach to the LGF bid may largely depend on the outcomes of the future priorities discussion which is due to take place at the LEP workshop on 3 June 2016.
- 3.7. The proposed TEB approach to articulate a strong pitch on the infrastructure element to Government is as follows (and will be based on a common template based on the broad SCR mandate form):
- SCR will develop a central story around the IIP to make the case for allocating a proportion of the LGF 3 funding for infrastructure
  - This will set out the benefits that the existing SCRIF programme will generate and delivery that has taken place to date
  - Provide detail on the extent of the works undertaken on SCR IIP and strength of evidence
    - In particular, highlight at a high level the extensive analysis undertaken on multiple infrastructure types and set out the opportunities for example, in Housing, Energy, Flooding, and Transport
  - Next steps including the commissioning approach for how infrastructure will be delivered
  - Put forward a (limited) list of spatial priorities and associated case studies to give examples of the types of investment that this could bring forward. To note this may partly be informed by the LEP Workshop
  - Demonstrate the outcomes and benefits of delivering the IIP. For example, 90p of every £1 spent on construction projects in the UK stays in the local area
  - Regarding STEP, SCR will evidence the strong progress made to date in delivery of sustainable transport and the positive impacts so far.

## Timescales

3.8. Internal timescales that have been agreed by the CA and LEP are as follows:

9 May	Agree our programme level approach with the CA and LEP
w/c 30 May	Update Executive Boards on approach - for the IEB the programme would be shaped by SCR IIP commissioning
3 June for CEX on 14 June	Progress on Initial draft bid
20 June including delegated approval to CA and LEP Chairs for LGF and Transport Exec Board Chairs for Majors bid	First draft to CA & LEP
Post EU referendum	Challenge session with Minister
8 July	Next draft to CA & LEP
w/c 18 July for submission on 21 July	Draft final to CA & LEP Chairs

## 4. Implications

- i. Financial
  - a. None at this stage

ii. Legal  
a. None at this stage

iii. Diversity  
a. None

iv. Equality  
a. None

**REPORT AUTHOR  
POST**

Veena Prajapati  
Projects Officer, Sheffield City Region Executive

Officer responsible:

Julie Hurley, Director of Transport, Housing, Infrastructure and  
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Sheffield City Region  
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FOR DISCUSSION

## TRANSPORT EXECUTIVE BOARD

2 JUNE 2016

### Expansion of the Bus Market Review and Creation of a Phase Two Work Programme

#### Summary

This paper is seeking endorsement from the TEB to extend the remit of the Bus Market Review work for the creation of a Phase Two work programme.

Currently the Bus Market Review has been conducted for the South Yorkshire area only, which reflects the current operation of bus services Following Chesterfield and Bassetlaw seeking to become constituent members of the Sheffield City Region (SCR), Mayoral Powers are likely to also encompass public transport operations in these areas. As bus networks cross administrative boundaries and interact with areas of our geography differently, it is important to look at the area as a whole.

A piece of scoping work is required to develop the work programme for Phase Two. This piece of work will shape the development of a business case which will be used to determine the best service delivery model for bus services across the SCR. The outputs of the scoping work will include a work programme that will be used for future progress reports and an indication of the level of resource required, to fully investigate the powers available to us.

#### 1. Issue

- 1.1 To report back to the TEB on the outcomes of the Bus Market Review and seek comments on the work done to date.
- 1.2 To seek a mandate to expand the Bus Market Review work, to cover the whole of the geography of the SCR to deliver a phase 2 of the Bus Delivery Model.

#### 2 Recommendations

- 2.1 That the TEB endorses the findings for the work that has been completed to date on the bus market review.
- 2.2 Endorse the scope of work for the forward plan of work, namely:
  - an expansion of the Bus Market Review for the remaining geography of the SCR.

- further investigation and work to identify the most suitable delivery model for bus services in the SCR.

### 3. Background Information

- 3.1. In October 2013, local politicians and business leaders secured an in-principle deal to transfer national powers and control over funding from national Government departments to the Sheffield City Region. In addition, £900 million additional funding over the next thirty years has been potentially secured, to deliver major regeneration, infrastructure and business growth schemes.
- 3.2. The deal is dependent upon the City Region appointing a directly elected Mayor and covers a range of themes including transport. In areas with a directly elected mayor, devolved powers will enable control over the design and operation of the bus network using powers enacted through the Buses Bill
- 3.3. At January's Transport Executive Board (TEB), a mandate was received to begin investigating the impact these additional powers could have on the SCR and the different bus service delivery models available to us. The approach to this work was split into two phases, with the Bus Market review forming Phase One ahead of more detailed business case work in Phase Two.
- 3.4. JMP, the appointed consultants will present the outputs of the Bus Market Review however their high level analysis found that;
  - The South Yorkshire bus network broadly reaches locations where movement is required, with 94% of residential areas within 333m of a bus stop.
  - A number of employment sites and Enterprise Zones are not connected to the current frequent network.
  - There are significant variations in connectivity to the frequent bus network across the four Local Authority areas, with Sheffield generally having a good level of coverage, apart from areas where other modes are present (i.e. the tram).
  - Future development sites in Sheffield are well served by the current bus network, however a number of key employment and mixed use sites in the other Local Authority areas are not.
  - A large proportion of journeys involve interchange, therefore frequency, service timing and ticketing are important in maintaining the attractiveness of bus travel.
- 3.5. Several areas for further investigation have emerged flowing from the Phase 1 work including;
  - Determining the aspirational level of service required at our Enterprise Zones and residential sites.
  - Fully investigating the additional buses required to meet future demand
  - Identifying the locations of bus priority measures to help the bus network respond to greater congestion and increase service reliability
  - Greater understanding of the role of interchange, ticketing arrangements and fares policies
  - Identification of how we would like the bus to interact with other modes.

#### **4. PHASE ONE EXTENSION - BUS MARKET REVIEW**

- 4.1. The Bus Market Review formed Phase One of the investigative work into the additional powers the SCR would adopt. It aimed to give a high level overview of how the bus markets are operating at present, highlight how markets may need to respond to future growth and to raise areas for further investigation as part of Phase Two.
- 4.2. The Bus Market Review was conducted across the South Yorkshire geography, which reflects the way bus services are currently operated. As Chesterfield and Bassetlaw are seeking to become constituent members of the SCR, the mayoral powers associated with our Devolution Deal could also apply to this expanded geography, including those relating to the operation of bus services.
- 4.3. We are seeking endorsement to expand the Bus Market Review to cover Chesterfield, Bassetlaw and the rest of the City Region. As bus networks operate across administrative boundaries and interact with areas of our geography differently, it is important to look at the area as a whole. Once complete, we will have a stronger understanding of the bus network to build upon for Phase Two.
- 4.4. The risk associated with expanding this piece of work is that the data required to run the analysis may not be available. To try and mitigate this risk, contact will be made with the relevant authorities prior to issuing the brief. We can then assess whether the same analysis can be undertaken.

#### **5. PHASE TWO - SCOPING WORK**

- 5.1. Alongside the completion of the Phase One it is recommended that a piece of scoping work, that outlines all of the areas of work required in our investigation of the best bus service delivery model for the SCR.
- 5.2. As the outline business case will form a crucial part of the recommendation of the most suitable service delivery option for the SCR. The scope of work is attached at Appendix A for consideration and comment.
- 5.3. The outputs of this piece of work will include a work programme that will be used for reporting future progress and an indication of the level of resource required, to fully investigate the powers available to us.
- 5.4. The risk associated with this piece of work is that the release of the Buses Bill is delayed further. This would limit the information available to us regarding the process we would need to follow, to access the powers available to us. To mitigate this risk, contact will be maintained with the DfT during the scoping exercise.

#### **6. NEXT STEPS**

- 6.1. If endorsed, work will begin on identifying whether the information is available to support an analysis of the bus markets outside of South Yorkshire. If this is viable, the same analysis will be undertaken. If this is not possible then the scope of the work will be revised in line with the data available.
- 6.2. Following input from the TEB, the brief for the Phase Two Scoping Work will be finalised and subject to budget approval for specialized support, issued. An indicative timeline for the potential parallel work streams relating to bus devolution is shown in the table below.

Activity	Timescale
Bus Plan Development	June – September 2016
Buses Bill Released	June - July
Phase 1 Expansion Work	June - August
Phase 2 Scoping Work	June - August
Outline Business Case	September 2016 – May 2017

## 7. IMPLICATIONS

### i. Financial

It is estimated that the total cost of the specialist support required to undertake the extension to the Bus Market Review will cost £25k and the Phase Two Scoping Work will cost £30k.

Budget allocations for SEP development activity - such as these proposed commissions – are determined on a competitive basis under the direction of the Head of Paid Service, SCR Deputy Executive Director and finance officers.

### ii. Legal

Some of the data required for the Bus Market Review could be considered commercially sensitive, so we will need to be mindful of this when publishing the outputs. The Combined Authority's standard form of contract for consultancy services will be used to contract with the consultants.

### iii. Diversity

None.

### iv. Equality

None.

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 0114 2211263



## Appendix A –Scoping Work Required to deliver this element of devolution

### Background

The emerging Buses Bill (due February 2016) will bring enhanced partnership powers, as well as enabling the franchising of bus services in areas with a directly elected mayor. There are however a number of bus delivery models available, from free market and tendering, through partnership and to full franchising, all of which require further investigation by the SCR.

SCR needs to create a work programme outlining all of the areas required for investigation, to ensure that the SCR makes an informed choice and creates a strong business case.

The SCR identified two phases of work that comprise the analysis of a suitable bus service delivery model.

- Phase 1 is underway and involves an initial assessment of the South Yorkshire bus network, to assess its suitability and ability to deliver the economic growth outlined in our Strategic Economic Plan (SEP). The outputs of this study outline where future market growth is likely to occur and suggests areas for improvement.
- Phase 2 will build upon the outputs of Phase 1 and work through the costs, benefits, risks etc. of the various options available to the SCR, which includes franchising. The scope of this work is not yet determined and support is required to develop this scope of work and accompanying work programme.

### Phase 2 Work

This is aimed at identifying the most suitable service delivery model across SCR.

The Phase 1 report outputs highlighted areas for further development including;

- Infrastructure provision
- Ticketing and fares policies
- Cross-city service reliability
- Balance of service coverage between specific areas
- Access to major development and employment locations
- The current status of existing bus partnership arrangements in the City Region
- The profitability of the existing network

These initial outputs from the market review will influence the Phase 2 work, whereby we are seeking to identify the most appropriate delivery model and the most appropriate solution for us locally.

Ultimately we would like to understand whether there is a compelling case for bus franchising to deliver further improvements over and above those that can be delivered through other mechanisms, such as voluntary partnerships. We anticipate following the HM Treasury Five Case Business Model (2013) to shape this work which will form Phase 2.

## **Delivering this work**

The format that this work will be presented is still to be determined. We anticipate providing as a minimum:

- a scoping report with a work programme, outlining the work we need to undertake as part of Phase 2.
- a written report outlining the scope of work required and a project plan outlining activities, timescales and possible resource that need to be covered to enable the SCR to identify the most suitable delivery model for bus services.

The work should use the information from the bus market review as its basis, before building upon this using experience and knowledge from other case studies.

The report will identify the passenger markets that are expected to develop during the lifetime of the Strategic Economic Plan (2014 – 2024) and the response required from the bus network. This will link to the SCR data covering:

- The locations and predicted job growth figures for the Growth Areas
- Access to modelling identifying the anticipated mode share underpinning the job growth figures
- Information regarding planned future developments in the SCR
- Bus service information (if required) for the South Yorkshire districts including customer feedback
- analysis and reports undertaken for the bus market review in South Yorkshire, Chesterfield and Bassetlaw

The scoping report should align activities with the high level analysis already undertaken i.e. show how each area of work will address the potential opportunities and issues within the current network.

**SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD**

**2 JUNE 2016**

**SCR TRANSPORT STRATEGY REFRESH**

**The SCR LEP is to undertake a refresh of the Strategic Economic Plan (SEP). The proposal is to complement this with a refresh of the Transport Strategy as detailed in the TEB Business Plan.**

**This paper presents a revised timescale associated with a 'light touch' refresh as requested at the April TEB meeting.**

**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 the Passenger Transport Executive. The paper also identifies the need for a detailed position on buses to support discussions associated with devolution.**

**1. Issue**

- 1.1. The SCR LEP is to refresh the SEP. The proposal is to complement this with a refresh of the SCR Transport Strategy, a statutory document. The original Transport Strategy is 5 years old, with a number of its key actions now delivered.
- 1.2. This paper sets out the scope of work associated with a 'light touch' Transport Strategy refresh and associated timescales.

**2. Recommendations**

- 2.1. The TEB is asked to endorse the scope and timescales of the SCR Transport Strategy Refresh.
- 2.2. That the TEB steers and oversees the work of the SCR Strategy Refresh.
- 2.3. It is proposed that the CA will be asked to delegate to the Head of Paid service authority to operationalise the delivery plan for this work.

**3. Background Information**

- 3.1. The SCR Transport Strategy is a statutory document that forms the overarching strategy for the third Local Transport Plan<sup>1</sup>. It was published in 2011.

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<sup>1</sup> Sections 108-112 Transport Act 2000

3.2. The SCR Transport Strategy needs to be updated to reflect the significant progress made since its publication in terms of (a) delivery against policies, and (b) governance and contextual changes i.e. Transport for the North (TfN).

### **Scope**

3.3. The following key activities are suggested:

- **Update Context:** *Ensure the Strategy is set within the current context, capturing key changes to the transport and economic landscape since 2011.*
- **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 will be a sub report of the SEP and refresh must align with the other economic priorities and growth areas set out in the SEP.*
- **Identify key potential interventions:** *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 outcomes and results.*
- **Undertake public consultation:** *Undertake a suitable level of local consultation on the refresh.*
- **Develop Strategy Delivery Plan:** *Develop an associated delivery plan with measurable milestones and targets for achievement.*
- **Supplementary Dedicated Modal Plans:** *Modal plans would provide more detail on the evidence and approach for specific modes (bus, road, rail and tram) to assist delivery and inform the approach to devolution. TEB is asked to consider the approach to modal detail.*

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

### **Milestones**

3.3. Subject to budget availability, it is proposed that the SCR Transport Strategy is developed based on the following key milestones, note that shifting the approach to 'light touch' has reduced the timescales by half. The timescales are inclusive of the delivery plan.

- TEB endorsement of scope – May 2016
- Head of Paid Service approval for funding – June 2016
- Engagement with key stakeholders – June - July 2016
- Present draft for discussion – July – August 2016
- Stakeholder Workshop – August 2016
- Consultation – September 2016
- Final Drafting – October 2016

- Approval and launch – *Indicative October 2016 Noting this is in advance of the SEP refresh and this may therefore change*

### **Governance and Resourcing**

- 3.4. Drafting of the refresh will be led by the SCR Executive Team. Subject to Head of Paid Service approval of budget, there is the potential for additional senior consultancy expertise to be brought in to support the Executive Team, particularly to support the development of delivery plans.
- 3.5. Detailed oversight for the SCR Transport Refresh will be led by the TEB
- 3.6. It is proposed that the working development of document is coordinated by a 'Task and Finish group led by the SCR Executive team, made up of officer and private sector representatives from across the SCR. The Task and Finish Group will report into the TEB on progress and will be accountable to the TEB for delivery of the Strategy Refresh.
- 3.7. The Task and Finish Group will as part of its work require input from, specific technical advisors and economic officers as appropriate.

### **4. Implications**

#### **i. Financial**

It is anticipated that refreshing the transport strategy will require external support from consultants. At this stage, the costs of this support are not known, nor is the budget approved by the Head of Paid Service. Budget allocations in respect of SEP development activity – such as this work stream – are determined corporately on a competitive bidding basis under the direction of the Head of Paid Service, SCR Deputy Executive Director and finance officers.

#### **ii. Legal**

A request for a future approval will be made for funding to support procurement of consultants.

#### **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**

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FOR APPROVAL

## SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

2 JUNE 2016

### APPRAISAL PANEL BUSINESS CASE RECOMMENDATION

#### Summary

Recommendations are presented by SCR Appraisal Panel for consideration at Executive Board and if necessary for onward reporting to the Combined Authority.

The SCR Appraisal Panel has reviewed Business case applications for one schemes and the technical recommendations are now presented for consideration. This scheme is:

- **Supertram Renewal**

#### 1. Issue

- 1.1. The Board are asked to consider the recommendations to progress scheme business cases.
- 1.2. This is the first Capital Investment project presented to the TEB as this project forms part of the agreed 16/17 business plan for Transport.

#### 2. Recommendations

- 2.1. Consider and approve progression of Supertram renewal to Full Approval and Award of Contract at a cost £1M to SCR CA subject to the detailed conditions set out in the Project Approval Summary Table attached at **Appendix 1**. This recommendation would be considered by the SCRCA.

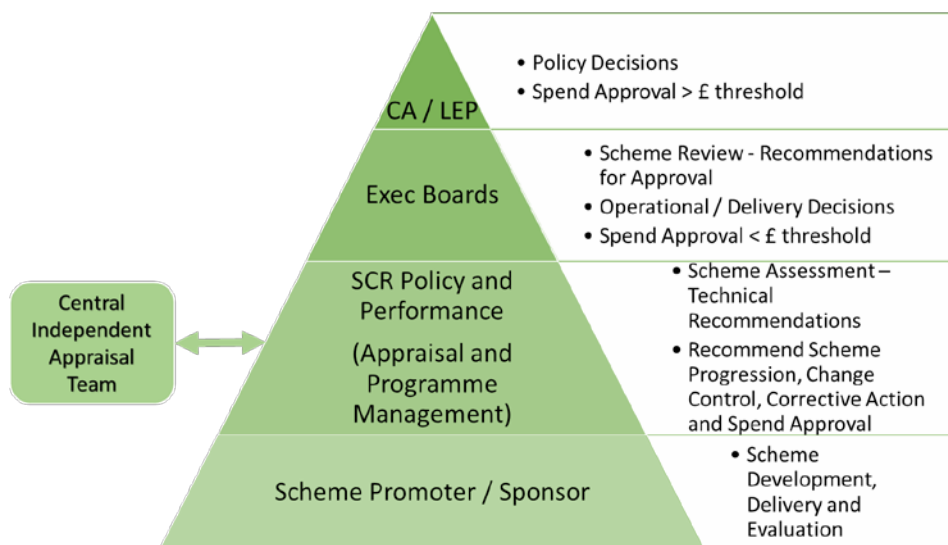
#### 3. Background Information

- 3.1. SCR Assurance Framework requires that all schemes seeking investment undergo a thorough and proportionate scheme appraisal following the Treasury Green Book approach.
- 3.2. Before papers are submitted to Executive Boards an independent technical appraisal has been undertaken and reviewed by a panel of Officers representing the Statutory Officers of the SCR Executive. Where appropriate due to the scale / risk and complexity of the project this is supplemented by external appraisal from a panel of Consultants referred to as Central Independent Appraisal Team (CIAT).
- 3.3. The technical appraisal will scrutinise the business case documents submitted by scheme promoters to ensure completeness and test the responses to each of the 5

cases (Strategic, Economic, Financial, Management and Commercial) and will present their findings for each case and the project overall.

3.4. These findings will inform the 151 Officers view regarding the Value for money Statement and the Monitoring Officers view regarding the relative risks of the scheme presented.

3.5. A recommendation will be made by the SCR Appraisal Panel for consideration at Executive Board and if necessary for onward reporting to CA subject to the value of investment requested. The diagram below is extracted from the SCR Assurance Framework and represents the decision making hierarchy required for project investment.



3.6. This period SCR Appraisal Panel has reviewed Business case applications for one scheme and the technical recommendation is now presented for review. This scheme is:

- Supertram renewal

3.7. This project was a named in the Growth Deal 2 bid and has been cash flowed by the promoter ahead of the funds being received by the CA in 16/17.

3.8. Included in Appendix 1 is the projects specific information following review and recommendation by SCR Appraisal Panel and a baseline Project Data Dashboard.

#### 4. Implications

##### i. Financial

Financial implications have been fully considered by a representative of the S151 officer and included in the recommendations agreed by the Appraisal Panel as presented in this report.

##### ii. Legal

Legal implications have been fully considered by a representative of the Monitoring officer and included in the recommendations agreed by the Appraisal Panel as presented in this report.



iii. Diversity

None as a result of this report

iv. Equality

None as a result of this report

**REPORT AUTHOR  
POST**

**Melanie Dei Rossi**  
Head of Performance

Officer responsible: **Julie Hurley Director of Transport**  
**SCR Executive**  
**0114 220 3445 [julie.hurley@sheffieldcityregion.org.uk](mailto:julie.hurley@sheffieldcityregion.org.uk)**

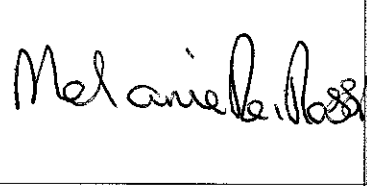
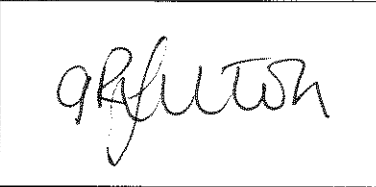
Other sources and references:

Appendix 1 - Supertram Renewal – Project Approval Summary Table  
Appendix 2 - Supertram Renewal Summary Appraisal Report

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Scheme Details		Appraisal Panel Comments		Recommendations / Conditions	
<b>SCR Executive Board</b>	Transport	<b>Strategic Case</b>	Project has demonstrated a strong strategic case and was a named project in the LGF2 bid	<b>Funding</b>	LGF
<b>Project Name</b>	Supertram renewal	<b>Value for Money</b>	The Value for money category indicated at appraisal is good with a benefit to cost ratio of 5.29 and a GVA / £ of 25	<b>Approval Requested</b>	Full Approval and Award of Contract
<b>Scheme Promoter</b>	South Yorkshire Passenger Transport Executive	<b>Risk</b>	The Financial and Commercial case of the project have indicated that the risk category of the project is Low and as such the recommendation to proceed is made on the basis that clawback in relation to outcomes will not be required.	<b>Grant Award</b>	£1M
<b>SCR Funding</b>	£1M			<b>Grant Recipient</b>	South Yorkshire Passenger Transport Executive
<b>Total Scheme Cost</b>	£4.054	<b>State Aid</b>	The project is considered to be State Aid Neutral in relation to SCR investment.	<b>Payment Basis</b>	In arrears on defrayals
<b>% SCR allocation</b>	25%	<b>Delivery</b>	Works are substantially complete with little remaining delivery risk	<b>Claw Back Clauses</b>	Will Not be required
<b>Description</b>				<b>Conditions of Award</b>	
<p>The Rail Replacement Programme involves renewal works to ensure the longevity of the tram network. This funding bid relates to part of this programme for works undertaken in 2015 through the City Centre and to Gleadless Townend.</p> <p>The Business Case for retaining the tram system referred to in this report is based on the whole programme of works.</p> <p>The scope of the project is:</p> <ol style="list-style-type: none"> <li>1) Replacement of 3.3kms of life expired rail (Sheffield City Centre to Gleadless Townend).</li> <li>2) Minor repairs to concrete track slab and road surface in areas of rail replacement.</li> <li>3) Associated traffic management and replacement bus services.</li> <li>4) Deliver stakeholder engagement and communications to all parties involved, including the customer.</li> </ol> <p>This bid refers to the renewal of “embedded track” on the system. This embedded track is made up of a grooved rail held in a slot in a reinforced concrete track slab by a polymer. The grooved rails have worn vertically on the rail head and horizontally on the rail head and keeper. As a result of wear, cracks have started to appear in some areas. If left unattended this would at some point lead to the derailment of a tram. Embedded track makes up 56% of the current network. If no works are carried out a substantial part of the system would have to be closed when the wear reaches a point where derailments are probable. This bid does not include any planned or routine maintenance which is covered by the Concession Agreement and is the responsibility of SYSL.</p>				<p>No specific conditions requested</p> <p><b>NB</b> Approval was granted at March CA to award SYPTE a capital grant to the value of £3m to obviate SYPTE’s need to resource the balance of funding through revenue resource which release the revenue reserve for use in the revenue budget setting process for financial year 2017/18.</p>	

**Record of Approvals**

<b>Appraisal Panel</b>		<b>Executive Board</b>		<b>CA</b>	
<b>Date of Meeting</b>	03/05/2016	<b>Date of Meeting</b>	03/06/2016	<b>Date of Meeting</b>	20/06/2016
<b>SCR Officer Presenting Paper</b>	Melanie Dei Rossi	<b>SCR Officer Presenting Paper</b>		<b>SCR Officer Presenting Paper</b>	
<b>Signature</b>		<b>Signature</b>		<b>Signature</b>	
<b>Approving Officer</b>	GARETH SUTTON (FINANCE)	<b>Approving Officer</b>		<b>Approving Officer</b>	
<b>Signature</b>		<b>Signature</b>		<b>Signature</b>	
<b>Date</b>	17/05/16	<b>Date</b>		<b>Date</b>	

# Project Dashboard (Infra)

SCR Office Use Only - Performance Team Assessment **Green**

**Project Details**

**Name**  
Supertram Renewals

**Number**  
0

**Promoter**  
SYPTe

**Sponsor**  
Steve Davenport

**Manager**  
Gavin Bland

**Reporting Period**  
% Complete

**Q4 Jan 16 - Mar 16**  
**84%**

**Objectives**  
Current  
Last

**Trend**  
**0**

**Overall Project Status**  
Current  
Last

**Green**  
**Green** **Trend** ↔

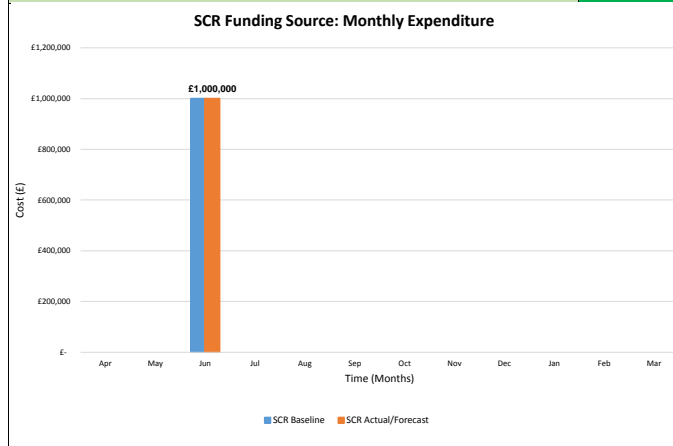
**Time** **Green**

**Green** **Green** ↔  
**LAST** **CURRENT** **Trend**

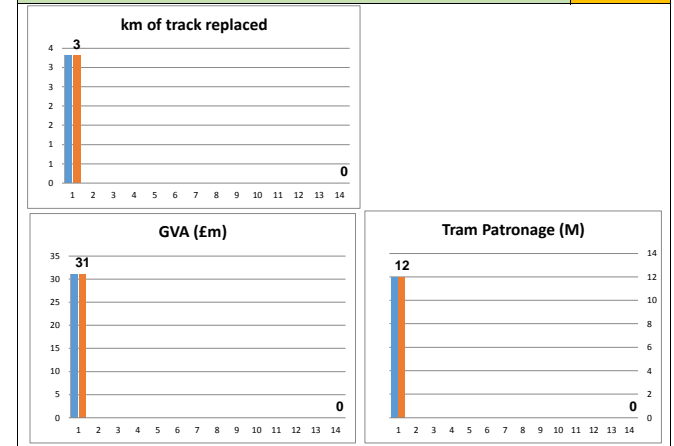
**Milestone variation (combined days)**

**0**

**Cost** **Green**



**Quality** **Amber**



**Change Requests**

**Combined Impact (£)**  
£0

**% against total funding**  
0%

**Issues**

**Escalate?**

**Risks** **Amber**

**2**

**Escalate?**

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1) PROJECT DETAILS									
<b>Programme name:</b>	Transport – Light Rail								
<b>Project name:</b>	Existing Tram Network – Supertram Renewal								
<b>Current project stage:</b>	Funding Agreement								
<b>Project Manager:</b>	Andrew Fosbueary - SYPTE								
<b>Project Synopsis:</b>	<p>The Rail Replacement Programme involves renewal works to ensure the longevity of the tram network. This funding bid relates to part of this programme for works undertaken in 2015 through the City Centre and to Gleadless Townend. The Business Case for retaining the tram system referred to in this report is based on the whole programme of works.</p> <p>The scope of the project is:</p> <ol style="list-style-type: none"> <li>1) Replacement of 3.3kms of life expired rail (Sheffield City Centre to Gleadless Townend).</li> <li>2) Minor repairs to concrete track slab and road surface in areas of rail replacement.</li> <li>3) Associated traffic management and replacement bus services.</li> <li>4) Deliver stakeholder engagement and communications to all parties involved, including the customer.</li> </ol> <p>This bid refers to the renewal of “embedded track” on the system. This embedded track is made up of a grooved rail held in a slot in a reinforced concrete track slab by a polymer. The grooved rails have worn vertically on the rail head and horizontally on the rail head and keeper. As a result of wear, cracks have started to appear in some areas. If left unattended this would at some point lead to the derailment of a tram. Embedded track makes up 56% of the current network. If no works are carried out a substantial part of the system would have to be closed when the wear reaches a point where derailments are probable. This bid does not include any planned or routine maintenance which is covered by the Concession Agreement and is the responsibility of SYSL.</p>								
<b>Project Outputs</b>	<table border="1"> <thead> <tr> <th>Output</th> <th>Volume</th> <th>%SCR</th> </tr> </thead> <tbody> <tr> <td>Replacement of 3.3kms of life expired rail and Minor repairs to concrete track slab and road surface in areas of rail</td> <td>3.3km</td> <td></td> </tr> </tbody> </table>			Output	Volume	%SCR	Replacement of 3.3kms of life expired rail and Minor repairs to concrete track slab and road surface in areas of rail	3.3km	
Output	Volume	%SCR							
Replacement of 3.3kms of life expired rail and Minor repairs to concrete track slab and road surface in areas of rail	3.3km								
<b>SEP Outcomes:</b>	<p>This project directly <b>ensures SCR businesses have the support they need to realise their full growth potential</b> by;</p> <p><input type="checkbox"/> Delivering the capacity for increased travel demand related to planned growth, including the plans in the Local Enterprise Zone, will have a significant impact on the areas ability to realise its economic potential.</p> <p>It also <b>provides the conditions that businesses need to prosper and become more resilient through labour mobility</b>, in particular;</p> <p><input type="checkbox"/> By delivering public transport that connects people to jobs and raising in both urban and rural areas</p> <p><input type="checkbox"/> The network serves many of the key employment sites in Sheffield. Maintaining provision to allow people to access the service will improve access to opportunities.</p> <p><input type="checkbox"/> To ensure our networks are well maintained</p>								
<b>Total Cost</b>	£4,054,389	<b>SCR Investment</b>	£1,000,000						
<b>Project Start Date:</b>	May 2015	<b>Project End Date</b>	December 2016						

## Appendix 2 – Supertram Renewal Summary Appraisal Report

2) APPROVALS			
Approval Requested:	Full Approval	Appraisal Panel Review Date:	03/05/2016
3) RECOMMENDATION			
Assurance Panel Recommends:	Approve		
Caveats;	•		
General Comments	<ul style="list-style-type: none"> <li>• <i>Project has demonstrated a strong strategic case and was a named project in the LGF2 bid</i></li> <li>• <i>The Value for money category indicated at appraisal is good with a benefit to cost ratio of 5.29 and a GVA / £ of 25</i></li> <li>• <i>The Financial and Commercial case of the project have indicated that the risk category of the project is Low and as such the recommendation to proceed is made on the basis that clawback in relation to outcomes will not be required.</i></li> <li>• <i>The project is considered to be State Aid Neutral in relation to SCR investment.</i></li> <li>• <i>Works are substantially complete with little remaining delivery risk</i></li> </ul>		
4) FINANCIAL CASE			
Comments:	<ul style="list-style-type: none"> <li>• Scheme procurement has been completed and the finances reflect the outturn cost of the city centre phase of works, initial bid was included in the LGF bid in October 2014, confirmed January 2015 and the works have been cash flowed by SYPTTE ahead of receiving the 16/17 allocation</li> <li>• Works are substantially complete and therefore there is little if any risk to the SCR.</li> <li>• Other funding has been confirmed for the scheme</li> </ul>		
Recommendations:	• <b>Approve</b>		
Actions required:	•		
5) MANAGEMENT / DELIVERY CASE			
Comments:	<ul style="list-style-type: none"> <li>• There is a clear and well defined Management plan for the wider rail replacement with named SRO and the phase in question is now substantially complete</li> <li>• A monitoring framework has been agreed for the project with clear reference to indicators.</li> <li>• This element of the Project is substantially complete with little remaining risk</li> <li>• At project inception SYPTTE sought advice on state aid and Counsels opinion was taken before the SYPTTE committed to undertake the works to the rails. Counsel concluded that the PTE was not providing “aid” to SYSL as the PTE is the asset owner and is responsible for these works under the contractual arrangements in place.</li> </ul>		
Recommendations:	• <b>Approve</b>		
Actions required:	•		



## Appendix 2 – Supertram Renewal Summary Appraisal Report

6) ECONOMIC CASE	
Comments:	<ul style="list-style-type: none"> <li>• Benefit to cost ratio of the estimated costs of replacing all embedded rail has been carried out and achieves a BCR of 5.29 and a GVA / £ of 25 which represent good value for money (schemes with a BCR &gt; 2.0)</li> <li>• The opportunity cost of not replacing the embedded rail equates to a greater capital investment required to remove and remediate the rails thus the cost of not doing the scheme is far greater than the cost of doing it.</li> <li>• The replacement of worn rails is likely to be the first of number of capital investments needed to for the lifecycle renewals for the Supertram network which combined achieve a BCR of 5.29.</li> <li>• All works are in highway and so are not likely to result in any environmental dis-benefits.</li> </ul>
Recommendations:	<ul style="list-style-type: none"> <li>• <b>Approve</b></li> </ul>
Actions required:	<ul style="list-style-type: none"> <li>•</li> </ul>
7) STRATEGIC CASE	
Comments:	<ul style="list-style-type: none"> <li>• This was a named project in the LGF2 bid</li> <li>• There is a clear rationale aligning to SCR Growth Plan objective as the light rail mass transit system is a key part of the transport infrastructure needed to support growth and provide resilience and was a named scheme in the successful LGF 2 bid.</li> <li>• The objectives are clear and consistent and easily measured on a per KM basis of rail replaced.</li> <li>• Failure to replace the track would likely lead to an increase in derailment as experienced in other areas.</li> <li>• Option scenarios connected to not completing the scheme are based on the ultimate closure and decommissioning of the existing tram network which whilst extreme is not an unreasonable outcome.</li> </ul>
Recommendations:	<ul style="list-style-type: none"> <li>• <b>Approve</b></li> </ul>
Actions required:	<ul style="list-style-type: none"> <li>•</li> </ul>
8) COMMERCIAL CASE	
Comments:	<ul style="list-style-type: none"> <li>• Operation is commercially viable and is in commercial operation, however the asset (trams and networks) is owned by CA and needs a major lifecycle renewal before the refranchising of operation in 2025</li> <li>• The procurement strategy is clear with defined milestones which are easily measured and is substantially complete.</li> </ul>
Recommendations:	<ul style="list-style-type: none"> <li>• <b>Approve</b></li> </ul>
Actions required:	<ul style="list-style-type: none"> <li>•</li> </ul>

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FOR INFORMATION

SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

2 JUNE 2016

STRATEGIC TRANSPORT UPDATE PAPER

**Summary**

- The Strategic Transport Update Paper presents key transport issues to the TEB for information.

**1. Issue**

- 1.1. The Strategic Transport Update Paper is a consolidated update. The tabular reporting format has been developed to report key transport issues to the TEB efficiently and effectively.

**2. Recommendations**

- 2.1. The TEB is asked to note the contents of the Strategic Transport Update Paper

**3. Background Information**

Background

- 3.1. The Strategic Transport Update Paper includes the following Items:

- TransPennine Tunnel Update
- SCR Executive Boards Review
- Sustainable Travel Delivery

**4. Implications**

- Financial  
None as a result of this paper.
- Legal  
None as a result of this paper.
- Diversity  
None as a result of this paper.
- Equality  
None as a result of this paper.

**REPORT AUTHOR:**  
**POST:**

**David Allatt**  
**Planning and Sustainability Manager, SCR Executive Team**

Officer responsible:

**Julie Hurley, Director of Transport, Infrastructure and  
Planning**  
**SCR Executive Team**  
**0114 2211263, [julie.hurley@sheffieldcityregion.org.uk](mailto:julie.hurley@sheffieldcityregion.org.uk)**

Strategic Transport Updates		
Subject	Headline	Update
<b>Trans Pennine Tunnel</b>	<b><i>A working group has been established to facilitate modelling. This includes assessment of the impact of emerging technologies.</i></b>	<p>As part of the Trans-Pennine Tunnel (TPT) project, the Department for Transport, Highways England and Transport for the North have established a working group to pragmatically identify the potential impacts of future automotive technologies on tunnel operation. The purpose of the working group will be to forecast a technological scenario, both vehicle and operational, that would be used to as a baseline assumption in the modelling and management case. This includes the investigation of emissions, automatic/assisted driving capabilities, vehicle platooning and many others.</p> <p>The Project Team has also held a successful collaborative planning workshop, to review the previous stage of the study and to start planning the programme of activities required for successful delivery of the next stage. In addition, this workshop also tied together the other relevant HE Strategic Study (M60 North Quadrant) to ensure findings are being transferred and cross referenced.</p> <p>The Stakeholder Reference Group (SRG) previously planned for Wednesday 20th April at the Manchester Business School was cancelled. The TPT Project Team is currently proposing that the next SRG event is held in mid to late July 2016. The purpose of this event will be to update stakeholders and provide details regarding the latest study position. It must be noted that prior to the SRG in July, a 1:1 briefing with the SCR will be arranged for a more in-depth discussion.</p> <p>Discussions with Manchester City region and Hull are ongoing on a coordinated approach to TfN to seek funding for an integrated approach to access into a potential tunnel from the wider highway network.</p>
<b>Executive Board Review</b>	<b><i>Work on the Executive Board Review has been tied in with the overall Governance Review.</i></b>	<p>It has previously been communicated that Dave Smith, SCR Executive Team has been undertaking a review of the role and function of the SCR Executive Boards.</p> <p>This work has been tied in with the wider workstream of developing a revised SCR Assurance Framework as part of the devolution discussions.</p>
<b>Sustainable Transport Exemplar Programme (STEP)</b>	<b><i>100% of the 2015/16 allocation was successfully delivered and additional activity could have been delivered if further funding could have been made available. LGF3 presents an opportunity to do this.</i></b>	<p>The Sustainable Transport Exemplar Programme (STEP) is a flagship programme of sustainable travel interventions across South Yorkshire. This was granted £16.3m over the three year period 2015/16 to 2017/18 within the Local Growth Fund Allocation. The first year's allocation was £3.3m, this was subsequently reduced to £3.075m when one intervention and the associated funding were moved out of STEP and into SCRIF to ensure compliance with match funding conditions.</p> <p>Grant conditions didn't require the allocation to be delivered in full within the year however it was agreed between Sheffield City Region and the LTP Central Team, responsible for programme managing the allocation, that it was essential to demonstrate early delivery of the Local Growth Fund and therefore 100% expenditure was targeted.</p>

### Strategic Transport Updates

Subject	Headline	Update
		<p>Regular progress was made throughout the year and as a consequence officers were asked to look into options for accelerating delivery of the second year's activities, bringing them forward into year one. This process was completed and accelerated activities identified however it wasn't possible to release any additional funding. What this did provide though was a strong base for early delivery to be achieved in 2016/17.</p> <p>Following closedown of the 2015/16 financial year it has been reported that the allocation achieved target and was spent in full. This successful delivery demonstrates the partnership's capabilities and will help provide justification for the inclusion of a request for further STEP funding in the next Local Growth Fund submission.</p>

## SCR INFRASTRUCTURE EXECUTIVE BOARD

22nd APRIL 2016

BROAD STREET WEST, SHEFFIELD

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</p> <p>Apologies were received from Board Members: Cllr John Burrows, Chesterfield BC, John Mothersole, Sheffield CC and Neil Taylor, Bassetlaw DC</p> <p><u>In Attendance</u>                      Neal Byers - ARUP / 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                      Dave Caulfield - Sheffield CC                      Peter Dale – Doncaster MBC                      Matt Gladstone - Barnsley MBC                      Adrian Withall - Rotherham MBC                      Paul Wilson - Derbyshire Dales DC                      Craig Tyler - Joint Authorities Governance Unit</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	<p><b><u>Appraisal Panel Business Case Recommendations</u></b></p> <p>The Board was presented with recommendations by the SCR</p>	

Appraisal Panel for consideration.

Members were provided with a reminder of the appraisal process.

#### Worksop and Vesuvius Phase 1

The Board was asked to consider and agree the recommendation for the Worksop and Vesuvius Phase 1 scheme to progress to full approval and note the following conditions:

- The Grant will be awarded to Bassetlaw District Council;
- The maximum value of investment from SCR funds for this scheme will be £0.5m.
- Clawback Clauses in relation to outcomes will not be required as part of the Funding Agreement
- Payments of SCR CA Grant will be made in arrears based on defrayals

The recommendation was agreed.

Members noted that the scheme promoter has started work early at the promoter's own risk.

#### Bus Rapid Transit North

The Board was asked to consider and agree the recommendation for Bus Rapid Transit North to progress to full approval and note the conditions

- The Grant will be awarded to South Yorkshire Passenger Transport Executive;
- The maximum value of investment from SCR funds for this scheme will be £4.02m.
- Clawback Clauses in relation to outcomes won't be required as part of the Funding Agreement.
- Before funds will be released the scheme promoter is to confirm that the BCR remains above 2.0 when the revised route run times are taken into account.
- Payments of SCR CA Grant will be made in arrears based on defrayals.

The benefits of the scheme were reiterated. These include taking pressure of M1 junction 34, and opening up a large site for development.

Members sought clarity around the additional costs of remediation, noting that the scheme is largely funded from public money with little private contribution.

Using this scheme as an example, it was suggested that the rules need to be generally tightened regarding requests for extra funding and the Board agreed the principle that future cost overruns on all schemes should be borne by the sponsoring authority unless it can be determined that other potential sources of funding are unavailable.

Assurances were sought that the projected number of new jobs linked to the site does not include any elements of potential double



counting. It was noted that the figures have been determined using HCA standard methodology which, whilst not perfect, is consistent.

It was suggested that further information on whether these are directly or indirectly created jobs and a timeline for when these jobs might come to fruition should be provided.

The recommendation was agreed

#### Olympic Legacy Park

Members were asked to consider and agree the recommendation for Olympic Legacy Park to progress to full approval and note the following conditions.

- The Grant will be awarded to Sheffield City Council;
- The maximum value of investment from SCR funds for this scheme will be £4.9m.
- Clawback Clauses in relation to outcomes may be required as part of the Funding Agreement in relation to ensuring outcomes until such time as the Scheme Promoter is able to demonstrate to the satisfaction of the 151 Officer and Monitoring Officer that the risks have been reduced such that:
  - Tier 1 Partners have confirmed intention to enter into contract and
  - A revised investment / viability appraisal has been agreed.
- Payments of SCR CA Grant will be made in arrears based on defrayals.

Concerns were noted that this scheme is yet to sign up a development partner and as such, it was suggested that clawback stipulations should be enforced. Dave C provided assurances that a part of the scheme's masterplan this situation will be addressed shortly and indicated SCC's acceptance of the proposed conditions.

It was acknowledged this is a significant project for the City Region.

The recommendation was agreed

#### Peak Resorts

Members were asked to consider and agree the recommendation for Peak Resorts to progress to full approval and note the following conditions:

- The Grant will be awarded to Chesterfield Borough Council;
- The maximum value of investment from SCR funds for this scheme will be £2.85m.
- Clawback Clauses in relation to outcomes may be required as part of the Funding Agreement in relation to ensuring outcomes until such time as the Scheme Promoter is able to demonstrate to the satisfaction of the 151 Officer and Monitoring Officer that the risks have been reduced such that:

	<ul style="list-style-type: none"> <li>○ A copy of the Joint Venture Agreement has been received providing certainty of the funding / development approach to phase 1;</li> <li>○ A revised investment / viability appraisal has been agreed demonstrating the lack of scheme viability without private sector support and</li> <li>○ Greater certainty is provided in relation to Private sector funding contributions.</li> </ul> <ul style="list-style-type: none"> <li>● Payments of SCR CA Grant will be made in arrears based on defrayals.</li> </ul> <p>Members noted a number of assurance concerns including the lack of development partner or commercial appraisal which, it was suggested, should prevent the Board making a decision at this time.</p> <p><b>Action: N Byers to report the Board’s comments to the Appraisal Panel and Scheme Promoter</b></p> <p><b>RESOLVED, that the Board members:</b></p> <ol style="list-style-type: none"> <li>1. Agree the recommendation for Worksop and Vesuvius to progress to full approval.</li> <li>2. Agree the recommendation for Bus Rapid Transit North to progress to full approval, noting the conditions.</li> <li>3. Agree the recommendation for Olympic Legacy Park to progress to full approval, noting the conditions.</li> <li>4. Defer a decision on Peak Resorts progressing to full approval, pending the receipt of further delivery assurances.</li> </ol>	NB
5	<p><b><u>Scheme Refinement Outcome and Next Steps</u></b></p> <p>A paper was received setting out proposed changes for three schemes included in the existing SCRIF programme. It was noted these proposals have been made to respond to a call to improve the deliverability of the programme.</p> <p>Regarding the Sheffield City Centre scheme, it was suggested that if the scheme had been rejected by the mini-commission process, it shouldn’t have been resubmitted for consideration under SCRIF. However, it was noted that a failure to be granted mini-commission funding isn’t an indictment of the quality of a scheme, just a reflection of the limited amount of funding available for allocation.</p> <p>The request to fund the £175k loss of ERDF funding was declined as the Board agreed this should be borne by the scheme promoter (see item 4 - BRT North).</p> <p>A presentation on the Sheffield City Centre scheme was requested for the next meeting to provide IEB with more information to explain the changes.</p> <p><b>Action Dave C to convene</b></p>	

	<p>The Board discussed potential issues (and dangerous precedent) that might arise as a consequence of having 2 approaches to appraisal (SCRIF and mini-commission).</p> <p>The Board was asked to note that where revisions are agreed, scheme promoters will be asked to provide a revised delivery and spend profile</p> <p>It was noted that Quarter 4 updates (complete for all projects) will be used as a baseline for 16/17 delivery and inform the performance dashboard for future monitoring.</p> <p><b>RESOLVED, that the Board Members:</b></p> <ol style="list-style-type: none"> <li><b>1. Agree the proposed changes to the Worksop and Vesuvius Works scheme</b></li> <li><b>2. Agree the proposed changes to the M1 Junction 37, A635 Claycliffe Link scheme.</b></li> <li><b>3. Note the proposed changes to the Sheffield City Centre scheme but reject the request for £175k to cover the loss of ERDF on Grey to Green 1.</b></li> <li><b>4. Note the wider commentary from scheme promoters</b></li> <li><b>5. Note the next steps, specifically for a paper to the next board to set out an updated programme for all scheme, including all changes agreed.</b></li> </ol>	
<p><b>6</b></p>	<p><b><u>IIP Update and Summit Events</u></b></p> <p>The Board was provided with a précis of the milestone dates, updated as a consequence of officers devoting time to the Devolution Deal work and other matters.</p> <p>It was noted that the intention is still for a stage 1 summer 2016 sign off.</p> <p>CA and LEP Board members will be attending a workshop in mid-late May to discuss the SCRIP as part of the session on agreeing the vision, principles and priorities of the Sheffield City Region and a further engagement session will be held in June ahead of the final design version being presented to the CA and LEP on 1st August.</p> <p>It was suggested that the IIP needs to be informed by, and if appropriate prioritised in recognition of, the work to determine the SCR's priorities</p> <p>The benefit of the IIP having some 'game changers' to sell to the world was suggested.</p> <p>It was noted that the Local Authority planners have reported concerns with the FLUTE model (to be used to help prioritise schemes). Assurances were provided that these concerns will be addressed, and planners will be asked to also sign off the</p>	

	<p>plan before stage 1 publication.</p> <p>It was noted that stage 2 ‘the development of a programme of interventions’ will commence with a request for expressions of interest from August - September 2016. These will be sifted October - November and assessed ahead of the determination of an agreed capital programme of investment in spring 2017.</p> <p>It was suggested that key announcements might be tied into MIPIM events if possible.</p> <p><b>Action: Veena to circulate the presentation</b></p> <p>It was noted that the Sheffield and London launches are still scheduled for Autumn 2016.</p>	<p><b>VP</b></p>
<p><b>7</b></p>	<p><b><u>IIP Summit</u></b></p> <p>Matter addressed at item 6.</p>	
<p><b>8</b></p>	<p><b><u>Commissioning Future Infrastructure Programmes</u></b></p> <p>A report was provided presenting options to facilitate a discussion on the future sifting and prioritisation of schemes to be delivered using devolved funding and other emerging funds. It was noted that the assumption is that SCR will require an agreed programme in place by April 2017.</p> <p>Members were asked to note the importance of SCR having a means of comparing investment propositions for its devolved funding to determine which proposals will best deliver against the SEP objectives. It was noted the SCR already has a GVA uplift based process for this but it needs to evolve to respond to changing needs.</p> <p>Members were asked to endorse prioritisation by means of a reconfigured FLUTE (Forecasting Land Use, Transport and the Environment) model, noting it is possible to reconfigure FLUTE to appraise schemes based on a wider set of indicators than purely GVA. It was noted that a stage 1 assessment would be used to consider schemes on GVA, followed by a second assessment of other indicators.</p> <p>Members voiced general support for this option, however, it was acknowledged that few people have a comprehensive understanding of FLUTE and a guidance note was requested.</p> <p><b>Action: Dave A to devise and circulate a FLUTE guidance note</b></p> <p>Members requested that information be presented by means of a table, listing the schemes and ‘assessments’ against all key criteria (including GVA) and enable the right balance of schemes needed to deliver the entire SEP to come to the fore.</p> <p><b>RESOLVED, that the Board members:</b></p>	<p><b>DA</b></p>

	<p align="center"><b>1. Agree the future approach to scheme prioritisation (predicated against a reconfigured FLUTE model) as set out in para 3.16 to 3.20of the report</b></p>	
9	<p><b><u>Infrastructure Executive Board Minutes</u></b></p> <p>The minutes of the previous meeting held on 26th February were agreed to be an accurate record of the meeting.</p> <p>The following matter was noted as arising:</p> <p>8. <u>Northern Powerhouse Conference</u> It was noted that a report will be presented to the next meeting on whether the SCR is poised to attract foreign investors (noting progress made elsewhere).</p> <p><b>Action Veena to discuss with Rachel Clark</b></p> <p><b>RESOLVED, that the minutes of the previous meeting held on 26th February are agreed to be an accurate record of the meeting</b></p>	VP
10	<p><b><u>Any Other Business</u></b></p> <p>i. <u>Sir John Armitt Visit</u> It was reported that Sir John Armitt (NIC Commissioner) visited on 11th March. Matters discussed included the SCRIP and Devolution potential. It was suggested the meeting was very positive and a number of key messages about the SCR were presented.</p> <p>ii. <u>SCRIF Lessons Learnt and Q4 Delivery Reports</u> Members were informed that as well as seeking the Q4 information, the opportunity will be used to ask scheme promoters to provide some 'lessons learnt from SCRIF' thoughts.</p> <p>These will be reported to the Board in due course.</p> <p>iii. <u>Local Growth Fund - Majors Pot</u> The Board was informed that DfT has released guidance inviting LEP areas to submit bids to the £475m Large Local Major Schemes fund, which forms part of LGF</p> <p>It was noted this is for 'exceptionally large, transformational schemes that are too big to be taken forward within regular growth allocations and could not otherwise be funded'. In terms of scale, for the SCR LEP area, the minimum scheme size would be £75 million.</p> <p>It was noted that the deadline for the main competition is the 21 July 2016.</p> <p>It was noted that an initial call for schemes will be put to the SCR partners to ensure no potential schemes have been missed. The Board members noted their expectation that all potential schemes will already be referenced in SCRIF or SCRIP in some respect.</p>	

	It was noted that DfT will be expecting a local contribution to any allocation.	
13	<b><u>Date of the Next Meeting</u></b>  3rd June – Broad Street West, Sheffield, 10.00am	

## 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 BARNSELEY 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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