

TRANSPORT EXECUTIVE BOARD

Date: Thursday 14 July 2016

Venue: SCR Executive Team, 11 Broad Street West, Sheffield

Time: 2.00 pm

AGENDA

Item	Subject	Method	Lead	Page
	<u>Introduction</u>			
1	Welcome and Apologies	Verbal	Chair	
2	Minutes & Actions of the Previous Meeting	Paper	Chair	1 - 8
3	Declarations of Interest	Verbal		
4	Urgent Items / Announcements	Verbal		
	Business Items			
5	Transport Strategy	Paper	J Hurley	9 - 42
6	Transport for the North	Paper	J Hurley	43 - 50
7	HS2	Verbal	J Hurley	
8	LEP Prioritisation Workshop Update	Paper	J Hurley	51 - 54
9	Key Thematic Links – Infrastructure, Transport & Housing	Paper	D Allatt, V Prajapati	55 - 64
10	York Aviation	Verbal	N Firth	
11	Strategic Update	Paper	J Hurley	65 - 66
	Updates			
12.1	Rail North	Verbal	J Hurley	
12.2	Devolution Update	Verbal	J Hurley	

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SCR Transport, Infrastructure and Planning

Minutes of Associated Committees

13.1	Infrastructure Executive Board (030616)	Paper	J Hurley	67 - 72
13.2	Transport Committee (040716)	Paper	J Hurley	73 - 80
13.3	HS2 Programme Board	Verbal	J Hurley	

Actions and Forward Planning

14	Agree Actions	Verbal	Chair	
15	Agree items for Combined Authority Meeting 1st August 2016	Verbal	Chair	
16	Any Other Business	Verbal	Chair	

SCR TRANSPORT EXECUTIVE BOARD

2nd June 2016

BROAD STREET WEST, SHEFFIELD

No.	Item	Action
1	<p><u>Welcome and Apologies</u></p> <p>Present:</p> <p><u>Board Members</u> Cllr Julie Dore, SCC Cllr John Burrows, CBC Martin McKervey, Nabarro / LEP</p> <p>Apologies were received from Board Members: Diana Terris, BMBC, Neil Taylor, BaDC and Simon Carr (Henry Boot, SCR LEP)</p> <p><u>In Attendance / Advisory Members</u> Tom Finnegan-Smith, SCC Neil Firth, DMBC Adrian Withill, RMBC Ian Wilson, BMBC Julie Hurley, SCR Executive Team David Allatt, SCR Executive Team Tim Gregory, NCC Craig Tyler, Joint Authorities Governance Unit</p> <p>+ Chloe Shepherd (SCR Executive Team) and Lee White, Amy Sykes (JMP) for item 8.</p>	
2	<p><u>Minutes of the Previous Meeting</u></p> <p>The minutes of the previous meeting held on 21st April were agreed to be an accurate record.</p>	
3	<p><u>Declarations of Interest</u></p> <p>No declarations noted.</p>	
4	<p><u>Urgent Items / Announcements</u></p> <p>i. <u>Sustainable Transport Transition Year Bid</u> Members were informed that SY's bid was successful and thanks all officers involved with the bid's development.</p>	

	<p>It was agreed the award puts us in a good place for the next substantive round of bidding.</p>	
<p>5</p>	<p><u>Transport for the North Asks</u></p> <p>Members were reminded of the importance of the SCR maintaining a clear view of its overarching priorities to influence the development of Transport for the North (TfN) and were asked to note the discussion from the previous meeting at which it was requested that the item be brought back for further discussion, supported by a more comprehensive evidence base.</p> <p>This additional information was presented at Appendix A to the report and provided a broad assessment of potential Sheffield City Region (SCR) transport requirement broken down by TfN workstream whilst recognising the TfN may not be the primary route/only route for delivery.</p> <p>Members discussed the merits of progressing the development of a holistic list of everything big in transport for the SCR, or a more reined list of 'big TfN asks'. It was suggested that both undertakings have merit. It was also agreed that a sense of prioritisation needs to be infused into the list to help demonstrate SCR's ability to maintain oversight over its ambitions for transport.</p> <p>Action: ALL to consider what else should be added to the big list and inform David.</p> <p>It was noted that TfN have commented favourably on Teesside's approach to championing their 'asks' and suggested SCR might want to look at their approach in more detail.</p> <p>It was noted that RMBC have recently undertaken a process of prioritisation and have devised a model that might be of use to the other SCR districts.</p> <p>Action: Adrian to share</p> <p>RESOLVED, that the Board:</p> <ol style="list-style-type: none"> 1. Agrees support for the 3 'asks' and recommends these be presented to the CA for endorsement. 2. Supports the further development of a 'big list' of major transport ambitions (aligned to the refresh of the Transport Strategy - debate continued at item 10). 	
<p>6</p>	<p><u>DfT Large Local Majors</u></p> <p>A report was presented to provide Members with information regarding the DfT Large Local Majors funding competition.</p>	

	<p>It was reiterated that DfT has invited 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. 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’.</p> <p>It was noted that 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.</p> <p>It was noted that the deadline for submission is the 21 July and the proposed draft submission will be presented to the 20th June LEP/CA meeting.</p> <p>Members were provided with information regarding the 4 expressions of interest in development:</p> <ul style="list-style-type: none"> • Supertram Replacement • AMID / LDV • Pan-northern Connectivity / New trans-Pennine through routes <p>It was noted that a 4th EoI (Doncaster Mass Transit) was received and, whilst acknowledged as important, will not be progressed via this initiative as it doesn’t meet the project-specific stipulations of the funder.</p> <p>RESOLVED, that the Board</p> <p>1. Notes support for the 3 Expressions of Interest (as agreed at the recent SY Leaders’ meeting)</p>	
7	<p><u>Local Growth Fund 3 Process and Timescales</u></p> <p>A paper was presented setting out a summary of the submission process, internal timescales and next steps for the next round of Local Growth Fund 3 (LGF 3), as determined by the CA / LEP on 6th May 2016.</p> <p>It was noted 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.</p> <p>It was noted the LGF bid would effectively act as a ‘top-up’ to the SCR’s existing Growth Deal programmes which will deliver against priorities identified through the LEP prioritisation workshop, the Integrated Infrastructure Plan (IIP) and the planned Strategic Economic Plan (SEP) refresh.</p> <p>The Board was asked to endorse the proposed approach to the Fund.</p> <p>RESOLVED, that the Board:</p>	

	<ol style="list-style-type: none"> 1. Notes the proposed programme level approach (as agreed by the CA and LEP on 9 May 2016) 2. Endorses the proposed TEB approach to devising the LGF 3 submission 3. Notes the internal timescales that have been set and agreed in order to meet the 21 July 2016 Government deadline 	
8	<p><u>Bus Market Review</u></p> <p>Members were provided with a presentation on the Bus Market Review work undertaken to date.</p> <p>It was noted this work has been undertaken by JMP to give the SCR an outline of the current Bus Market operation and to inform the investigative work, regarding suitable bus service delivery models for the SCR as part of Phase 2, ahead of the potential receipt of new powers over bus service provision and control of the network from 2017 and the introduction of the Mayoral Combined Authority.</p> <p>It was noted that phase 1 of the study has been fairly high level and focussed on South Yorkshire only (noting that powers may extend in some respect to cover Bassetlaw and Chesterfield depending on governance review outcomes).</p> <p>Information was provided regarding the ReBoot analysis tool used to assimilate data to forecast future bus service demand and help identify future journey requirements that can't be made using the existing bus network. It was acknowledged that a limitation of the ReBoot tool is that it doesn't take account of journey that can be made via interchanges.</p> <p>It was suggested that the general findings are that future employment sites are well served in Sheffield but less so in the other districts. It was also suggested that the identification of a need for 200-300 more buses by 2028 needs to be considered in tandem with a consequent need for 3 or 4 new depot facilities.</p> <p>Action: Chloe to circulate the full version of the phase 1 report</p> <p>It was noted that the phase 2 work (to be discussed at item 9) would encompass more detailed analysis and investigate more challenges for each area and also cross boundary service requirements and is likely to enforce the suggestion that there is no single SCR-wide solution.</p> <p>Members discussed the incorporation of bus services in Chesterfield and Bassetlaw into the study (hypothetically assuming the districts attain SCR constituent member status). It was recognised this will introduce a number of complexities and re-emphasise the suggestion that there is no pan-SCR solution to future requirements. It was</p>	

	<p>noted that only c50% of services in Bassetlaw are run on a wholly commercial basis and the district receives c45% of the NCC total tendered subsidy, whilst in Chesterfield, all services are fully commercial.</p> <p>Members recognised the need to consider a number of fundamentals' going forward, such as whether the services should be viewed as 'a public service' and the extent to which economic arguments should be used as determining factors for which services are run, Members also discussed the opportunities afforded by the Buses Bill.</p>	
9	<p><u>Expansion of the Bus Market Review and Creation of a Phase Two Work Programme</u></p> <p>Members were presented with a paper seeking endorsement to extend the remit of the Bus Market Review work for the creation of a Phase Two work programme.</p> <p>It was noted that currently the Bus Market Review has been conducted for the South Yorkshire area only, which reflects the current operation of bus services, however, 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 and 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.</p> <p>It was therefore suggested that 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.</p> <p>It was noted that other similar reviews are underway or planned for DCC and NCC and agreed that these should be considered as part of phase 2.</p> <p>It was noted that a budget for the phase 2 work still needs to be identified.</p> <p>RESOLVED, that the Board:</p> <ol style="list-style-type: none"> 1. Endorses the findings for the work that has been completed to date on the bus market review. 2. Subject to available funding, endorses 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 and further investigation and work to identify the most suitable 	

	delivery model for bus services in the SCR.	
10	<p><u>SCR Transport Strategy Refresh</u></p> <p>Members were reminded of plans to refresh the Strategic Economic Plan (SEP) and noted the proposal is to complement this with a refresh of the Transport Strategy (as detailed in the TEB Business Plan).</p> <p>A paper was therefore presented to provide the revised timescale associated with a 'light touch' refresh as requested at the April TEB meeting.</p> <p>The report also proposed that TEB steers this work, supported by the SCR Executive and a dedicated strategy development group providing technical advice.</p> <p>It was noted a supporting 5 Year Implementation Plan will sit beneath the Transport Strategy to assist delivery by Local Authorities and the Passenger Transport Executive.</p> <p>The paper also proposed the need for a detailed position on buses to support discussions associated with devolution.</p> <p>It was suggested the refresh was a good opportunity to iron out some of the ambiguous language contained in the current strategy document.</p> <p>RESOLVED, that the Board:</p> <ol style="list-style-type: none"> 1. Endorses the scope and timescales of the SCR Transport Strategy Refresh. 2. Acknowledges that TEB should steer and oversee this work 3. Notes that the CA will be asked to delegate to the Head of Paid service authority to operationalise the delivery plan for this work. 	
11	<p><u>Appraisal Panel Business Case Recommendation</u></p> <p>Members were provided with the SCR Appraisal Panel's recommendation in respect of the Supertram Renewal project, for consideration and onward reporting to the Combined Authority.</p> <p>It was noted 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.</p> <p>It was suggested the report needs to be clearer in respect of what funding has been received (from previous growth deals) and what the SCR is being asked to fund and when.</p> <p>Action: Julie H / David to confirm will Mel Dei Rossi and provide</p>	

	<p>the timeline information.</p> <p>RESOLVED, that the Board:</p> <p>1. Approves progression to SCR CA of ‘Supertram Renewal’ to full approval and award of contract at a cost £1M, subject to the detailed conditions set out in the Project Approval Summary Table (attached at Appendix 1 to the report).</p>	
12	<p><u>Strategic Transport Update Paper</u></p> <p>Members were presented with the Strategic Transport Update Paper, presenting key transport issues information in respect of TransPennine Tunnel, SCR Executive Boards Review and Sustainable Travel Delivery.</p> <p>Regarding aviation matters, it was agreed to invite York Aviation to TEB to deliver a presentation on their work.</p> <p>Action: Neil to discuss with York Aviation.</p> <p>RESOLVED, that the Board:</p> <p>1. Notes the contents of the paper</p>	
13	<p><u>Updates</u></p> <p>Verbal updates were provided in respect of important initiatives.</p> <p>It was confirmed that Mayor Ros Jones is now the SCR’s deputy Members on the Rail North Board.</p> <p>It was noted a meeting is due to be held to discuss the HS2 eastern leg and options for onward connections to Scotland.</p> <p>It was noted that a number of meetings are being convened ahead of the forthcoming announcement on route and station locations (scheduled for November). The Board noted concerns regarding unsubstantiated stories appearing in various newspapers on this matter.</p>	
14	<p><u>SCR Transport, Infrastructure and Planning</u></p> <p>Minutes were provided for information for the meetings of the following committees:</p> <ul style="list-style-type: none"> • SCR Infrastructure Board held on 22nd April (Draft) • SCR CA Transport Committee held on 11th April (Draft) (noted that the 23rd June meeting was cancelled) <p>A verbal update was also provided on the last meeting of the HS2 Programme Board.</p>	

15	<p><u>Matters to be reported to the CA</u></p> <p>It was agreed papers would be taken on:</p> <ul style="list-style-type: none"> • TfN asks • Supertram Renewal • Large majors' submissions. 	
16	<p><u>Any Other Business</u></p> <p>1. <u>East Midlands Rail Franchise</u> The board was informed that contributions are being sought to fund / resource an all-districts' co-ordinated approach to working up the franchise detail.</p> <p>A formal approach will be made to SCR in due course.</p> <p>Action: Tim to circulate more information</p>	
17	<p><u>Date of Next Meeting</u></p> <p>14th July, 2.00pm at Sheffield Town Hall</p>	

SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

14 JULY 2016

SCR TRANSPORT STRATEGY REFRESH

- This paper presents a draft of a 'light touch' refresh of the SCR Transport Strategy.
- The draft is to be further developed by the Strategy Development Group.
- The Transport Executive Board (TEB) is asked to discuss this initial draft, particularly with regards to the structure and the policies and high level actions contained within.

1. Issue

- 1.1. In June the TEB approved the proposed scope and timescales of a 'light touch' refresh of the SCR Transport Strategy.
- 1.2. The Refresh will update the statutory Transport Strategy originally published in 2011, reflecting the current and emerging growth context and opportunities. A skeletal draft of the 'light touch' refresh is attached at **Appendix A**.

2. Recommendations

- 2.1. The Transport Executive Board is asked to:
 - discuss the draft refresh and provide comment on the structure, policies and actions;
 - discuss the approach to complementary detailed delivery plans;
 - task the Strategy Development Group to develop the detail of the document.

3. Background Information

- 3.1. The SCR Transport Strategy forms the overarching strategy for the statutory Local Transport Plan (LTP). The Transport Strategy provides strategic direction for the SCR transport network. In June 2016, the TEB approved the principle of a refresh of the SCR Transport Strategy to reflect the significant progress made since its original publication in terms of (a) delivery against policies, and (b) governance and contextual changes i.e. funding devolution and Transport for the North (TfN).
- 3.2. SCR has developed an early draft of the refresh to serve only as a starting point for partner dialogue. The refresh assumes the continuation of all 26 policies, though the TEB may look to consolidate or present in a different way.

3.3. The draft Refresh retains the four overarching **Goals** of the original document: to support economic growth, to enhance social inclusion and health, to maximize safety, and to reduce emissions.

3.4. The draft Refresh is structured according to three key **Themes**:

- **Improving External Connectivity:** This section includes policies relating to improving connectivity between SCR and other national and international markets
- **Supporting Transformational Regeneration:** Policies relating to ensuring that key growth areas in Sheffield City Region are well connected and that growth in these areas is stimulated through effective master planning and transformational investment.
- **Enabling Sustainable and Inclusive Growth:** Policies relating to the safe, clean and inclusive operation of the transport network, including measures to improve the quality and integration of the public transport network.

3.5. The draft refresh retains the 26 key **Policies** of the original document, though where possible, policy groups have been consolidated.

Actions

3.6. The draft presents the known high level actions by policy based on previous stakeholder engagement and evidence. It is likely that new actions/schemes will be required and these will be developed with partners.

3.7. In June, the TEB agreed that the working development of document be coordinated by a 'Strategy Development Group' (SDG) led by the SCR Executive team, made up of officer and private sector representatives from across the SCR. The SCR will establish this group, initially based upon the membership of the Strategic Transport Group.

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

Delivery Plans

3.9. In creating a streamlined, high level strategy, detail regarding the delivery of the strategy is omitted. This detail would need to sit in complementary delivery documents- in previous years we developed annual 'Action Plans'. There is significant and specific detail associated with our tram, bus, rail and other networks and it may be that modal specific action plans are the best way to capture this detail and ensure that the LTP is comprehensive.

Timescales

3.10. The proposed timescales remain as presented to the June TEB:

- Present draft for discussion – July 2016
- Stakeholder Workshop – August 2016
- Consultation – September 2016
- Final Drafting – October 2016
- Sign-off and launch – October 2016

4. Implications

- i. Financial
None at this stage though external support may be required in the preparation of delivery plans. Funding for external support will require a bid into the SCR's corporate SEP development budget.
- ii. Legal
None
- iii. Diversity
A key part of the workstream is ensuring that the SCR Transport Strategy meets all diversity and equality requirements. An Equality Impact Assessment will be required as part of the Strategy Development
- iv. Equality
See above

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Sheffield City Region

Transport Strategy

Refresh

2016 – 2026

Indicative Draft for Discussion Only

Work in Progress

Indicative Draft for Discussion Only

FOREWORD

We are pleased to present the refreshed Sheffield City Region (SCR) Transport Strategy to 2026, this builds on the fifteen year strategy published in 2011. This strategy sets out our overarching vision for the SCR transport network and the fundamental policies that we will achieve to get there.

A well connected, effective, sustainable and integrated transport is key to the SCR fulfilling its ambitions.

We have produced this refresh at a time of unprecedented opportunity...

To support our long-term strategy and building on our strong governance model, Government continues to devolve powers and funding allowing SCR to shape its own destiny.

We recognise that over the lifetime of this plan, developments in technology will change the way we view travel and how we do business, and hence how we deliver our transport schemes. This does not mean our plan for a well-connected City Region should change, but in anticipation of these technological advances we will retain flexibility over the way in which we implement our strategy, adapting our approach over time.

The SCR Combined Authority has worked in collaboration with authorities across the Sheffield City Region to create this strategy. The Local Enterprise Partnership for the Sheffield City Region has a key role in developing our policies to support the area's Strategic Economic Plan, which sets an ambitious vision for growth in jobs and business.

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THE 'STRATEGY ON A PAGE'

Indicative Draft for Discussion Only

INTRODUCTION

This document refreshes the Transport Strategy for SCR which was published in 2011, covering the period to 2026. The SCR Transport Strategy forms the overarching Strategy for the third Local Transport Plan (LTP). This Strategy is complemented by a suite of delivery documents, which constitutes the LTP.

Good internal and external transport is a key feature of a vibrant area where people want to live, work, study and do business. A transport system that offers people and businesses a choice of quick, reliable and integrated connections is vital for Sheffield City Region (SCR) prosperity.

The Sheffield City Region



The SCR is an area comprising the whole of South Yorkshire, parts of Derbyshire and Nottinghamshire, and the Peak District National Park. SCR was defined this way because there is clear evidence that these nine districts function together as a joint and coherent economic area. Almost 90% of commuting trips of SCR residents are within the SCR boundaries.

Building on its strong industrial legacy, SCR has recently gone through an impressive transformation into a centre of excellence in a number of sectors, including logistics, advanced manufacturing and engineering. The SCR Strategic Economic Plan (SEP), which is also being refreshed, sets targets to narrow the SCR economic gap over the next 10 years through the creation of 70,000 jobs, increase Gross Value Added (GVA) by 10% (or £3bn) and create 6,000 additional businesses beyond baseline growth rates.

We refresh the Strategy at a time of unprecedented opportunity. Since the original publication, the SCR has made significant advances in developing the governance and funding framework to deliver transformational improvements to the transport network.

Devolution: Central Government has continued to devolve funding and powers to the SCR.

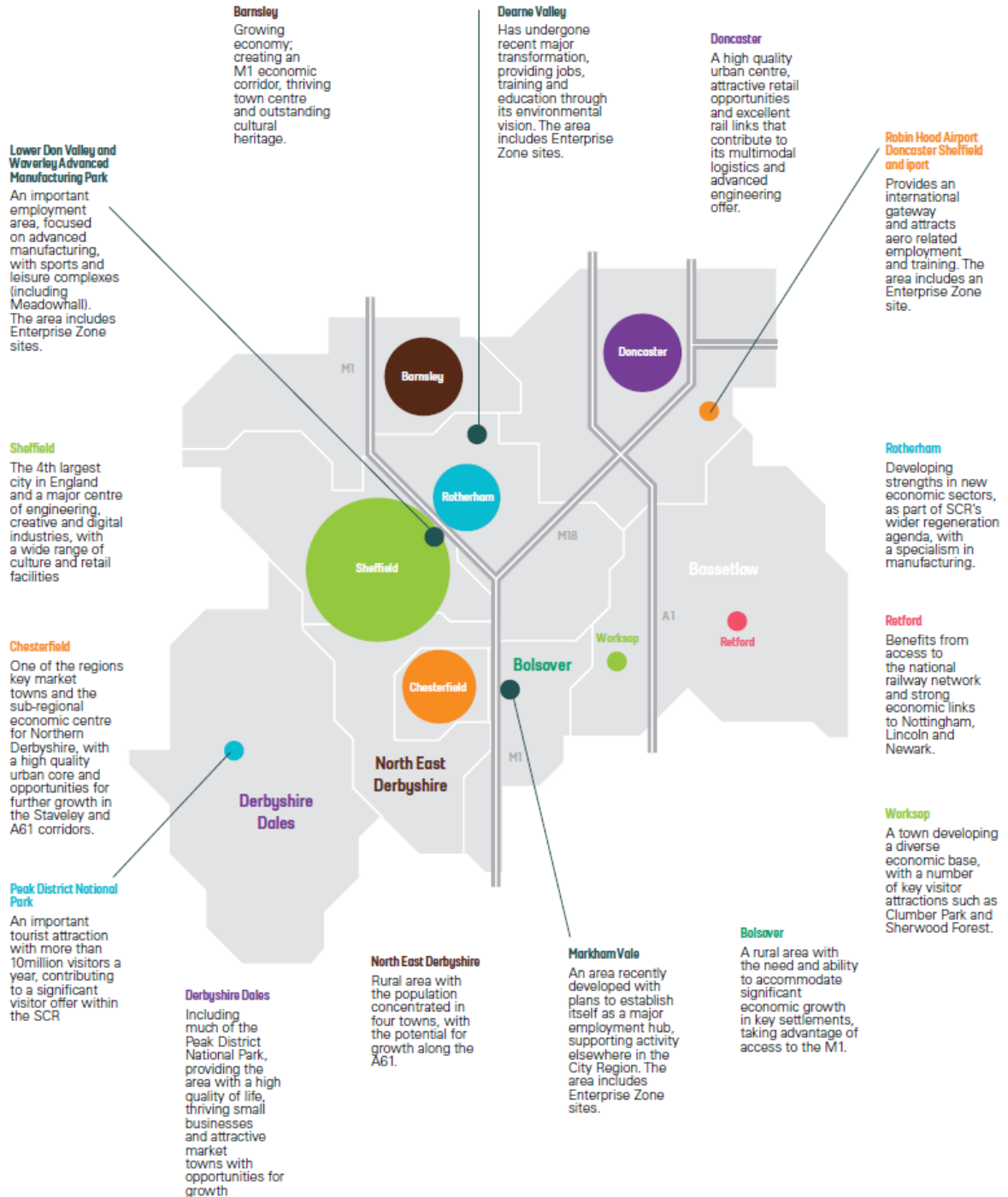
Combined Authority: The SCR has established a Combined Authority, responsible for the production of the Transport Strategy and devolved funding.

External Connectivity: Significant advancement in the plans of key external connectivity providers Network Rail, Highways England and HS2. Furthermore, SCR is recognised as a key part of the Northern Powerhouse with transformational connectivity investment earmarked towards this cause.

SCR Delivery: SCR has delivered/is now delivering the key commitments of the original publication.

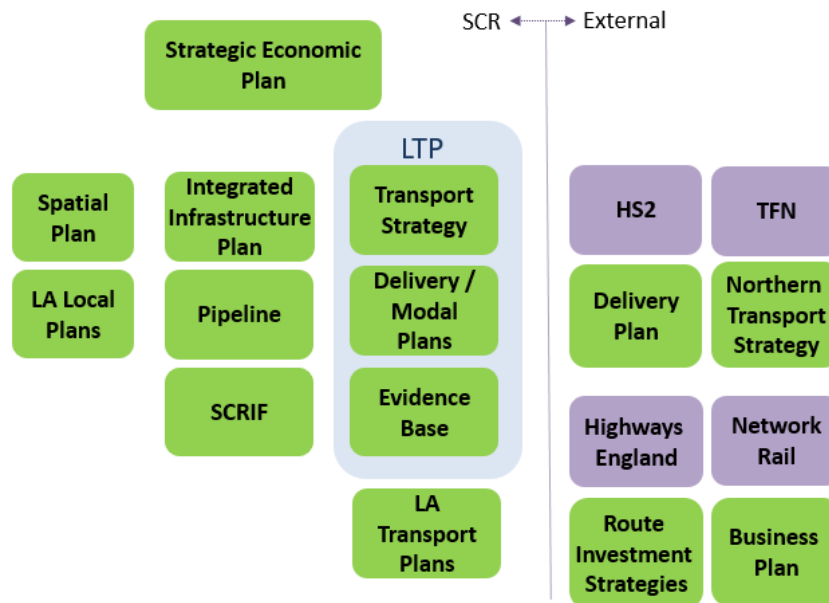
Overview of Places in SCR

SCR is made up of a number of different places that collectively contribute to a diverse social, cultural and economic offer. We recognise that the key to maximising this offer is to ensure that these places are connected by an integrated high quality transport network. The diagram below provides a brief overview of some of the places in SCR.



The Transport Strategy Landscape

The diagram below sets out some of the key strategic documents relevant to the SCR Transport Strategy



- **SCR**

- **Strategic Economic Plan:** Sets the overarching economic strategy of SCR
- **Integrated Infrastructure Plan:** Highlights SCR infrastructure challenges and opportunities and forms the basis of developing future infrastructure pipeline of investment.
- **SCRIF:** The SCR Infrastructure Fund. A programme of transformational investment.
- **Transport Strategy:** The overarching strategy of the SY Local Transport Plan. Evidence base and detailed **Delivery Plans** accompany the Transport Strategy.
- **SCR Spatial Plan:** A non-statutory land use plan highlighting spatial priorities of SCR.
- **Local Plans:** Local land use plans setting out site allocations and associated development policies.

- **External**

- **HS2:** The delivery plan for High Speed Rail and associated connectivity.
- **TfN:** 7 key workstreams including road, rail, international connectivity, freight, smart ticketing, local connectivity and strategic case
- **Highways England:** Route Investment Strategies set out investment in the Strategic Road Network
- **Network Rail:** Business Plans released each Control Period setting out planned rail investment.

Goals and Policies

SCR has 4 fundamental goals, which have not changed since the original 2011 Strategy and are set out in the triangle (right).

Our goals will be delivered through 20 policies, many of which will address multiple goals as detailed in the table. We present our policies according to three key themes:

- Improving external connectivity
- Supporting transformational regeneration
- Enabling sustainable and inclusive growth



Policy		Goals			
Improving External Connectivity					
A	To improve surface access to international gateways				
B	To improve reliability and resilience of the national road network				
C	To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector				
D	To improve rail services and access to stations				
E	To ensure SCR is served by High Speed Rail				
Supporting Transformational Regeneration					
F	To improve connectivity between economic assets and deliver interventions required for development and regeneration				
G	To develop high quality public places				
H	To focus new development along key public transport corridors and in places adjacent to existing shops and services				
Enabling Sustainable and Inclusive Growth					
I	To apply parking policies to promote efficient car use				
J	To develop public transport that connects people to jobs both in rural and urban areas				
K	To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability				
L	To ensure our networks are well maintained				
M	To develop our user friendly, integrated public transport covering all parts of the SCR, ensuring public transport is accessible to all				
N	To work with operators to keep fares affordable, especially for travellers in need				
O	To provide efficient and sustainable access to our green and recreational spaces				
P	To work to improve the efficiency of all vehicles and reduce their carbon emissions				
Q	To encourage active travel and develop high quality walking and cycling networks				
R	To support the generation of energy from renewable sources and use energy in a responsible way				
S	To improve air quality, especially in designated AQMA areas				
T	To make our transport network safer				

Stakeholder Map



DfT: Central Government lead on transport. Gatekeeper of national transport funding.



CA and LEP: Set the Strategic Economic Plan. Responsible for, infrastructure, transport, skills, inward investment and housing in SCR.



TfN: Responsible for transformational transport investment to support the northern economic powerhouse



HS2: Lead planning and delivery of transformational north south rail link connecting core cities



HE: Responsible for the maintenance, management and investment in the Strategic Road Network



NR: Responsible for the national rail network and associated investment plans



SY Local Authorities: Providers of Local Plans and local services. This document forms the LTP for these areas .



Other SCR Local Authorities: Providers of Local Plans and local services .



SYLTE: Role to encourage use of public transport in SY and manage the SY public transport network.



Nottinghamshire and Derbyshire County Councils: Integrated Transport Authorities for their respective SCR LAs (see above).



Public Transport Operators: Transport service providers – predominantly on a commercial basis.

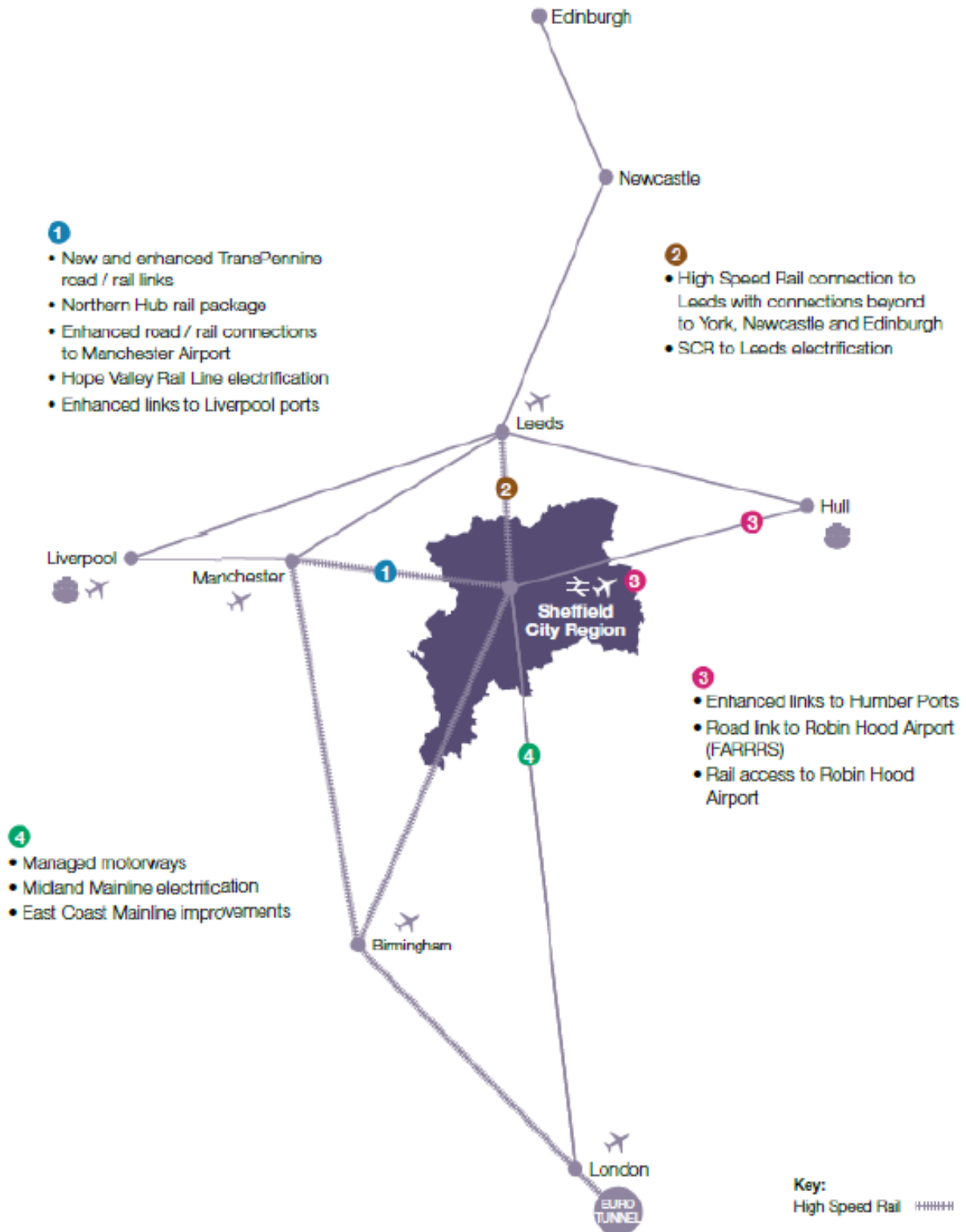
The Strategic Economic Plan and Integrated Infrastructure Plan

Insert background on the SEP (Include emerging refresh priorities) and SCR IIP

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THE CONNECTIVITY VISION

SCR is externally connected



SCR Internal mass transit network



Add narrative on these connectivity principles

Potential Schemes and Delivery Mechanisms

Insert table currently being developed by Transport Executive Board and Strategic Transport Group

Indicative Draft for Discussion Only

POLICIES BY THEME

IMPROVING EXTERNAL CONNECTIVITY

External Connectivity includes both national and international connectivity by air, rail and road. Whilst the majority of these interventions are delivered by other agencies in line with the Government's strategic vision, it is critical that they fully reflect local aspirations in the SCR to maximise the potential of these significant investments.

The policies in this section describe our ambition to significantly improve SCR's connectivity to national and international gateways for both passengers and freight, by road and rail. Significant investment is already planned to support this ambition, however as the Chairman of HS2 Ltd Sir David Higgins concluded "there is huge untapped potential for much more trade and commerce across the Pennines, but that would require better connections than currently exist".

External connections to places outside of the City Region are critical to facilitate trade and exporting from SCR companies. High-quality infrastructure is required to allow businesses to grow and to connect them to suppliers, labour and product markets boosting productivity and attracting inward investment. This section of our Strategy explores the role of transport in improving external connectivity and the policies below show how we are working towards overcoming the individual challenges faced by different modes.

A: TO IMPROVE SURFACE ACCESS TO INTERNATIONAL GATEWAYS

International connectivity is important for logistics, business and leisure travel. International travel to and from SCR is made through several airports, ports and stations. Surface access to and from these gateways is often not within our direct control, but we do have clear aspirations for the ease of access and the quality of the respective transport links.

Doncaster Sheffield Airport (DSA) is the only airport within SCR, and is being developed as an engineering and aero-industry centre. DSA is one of the fastest growing airports in the UK, with over 857,000 passengers carried in 2015. At present, surface access to DSA is sub-standard compared to other airports of similar size. To address this Doncaster Council has delivered the Finningley and Rossington Route Regeneration Scheme (FARRRS) which provides a link to the Robin Hood Airport area from the M18. However, there is still no direct rail link to the airport which remains an aspiration of the SCR. The DSA growth corridor is a key strategic growth priority for SCR. **Insert narrative on airport area growth potential.**

Manchester Airport offers the widest range of international destinations Access to Manchester Airport from SCR is either by car, mainly via the A616/A628 and A57, or by rail via the Hope Valley line.

• POLICY A: KEY STRATEGIC INTERVENTIONS

- Improve public transport access to Doncaster Sheffield Airport from Doncaster town centre and the wider SCR.
- Seek to deliver rail connectivity to Doncaster Airport, investigating the Lincoln Line in the short term and the ECML in the long term.
- Improve road and rail links to Manchester Airport.
- Develop DSA as a hub for freight and aviation related industries

B: TO IMPROVE THE RELIABILITY AND RESILIENCE OF THE NATIONAL ROAD NETWORK

Although the SCR benefits from being placed on key strategic road links, traffic growth is eroding the reliability of the network. This existing situation will worsen as economic growth increases trip making in the SCR (and between other City Regions).

Arup research associated with the SCR Integrated Infrastructure Plan identifies significant congestion associated with the achievement of the SEP ambition. Arup estimates that the £40 billion in lost productive time.

Insert top 20 delay corridors map

The RIS outlines the Smart Motorways programme, for M1 Junctions 32 – 35a, which aims to relieve congestion by using technology to vary speed limits. Also at a local level, the SCR Investment Fund (SCRIF) has identified a number of schemes that will aim to address the current bottlenecks and inefficiencies on the highway network.

• POLICY B: KEY STRATEGIC INTERVENTIONS

- Work with Highways England and TfN to deliver highway improvements.
- Work with the Highways England and Government to improve the effective capacity of the M1, A1 (M) and M18.
- Prioritise road space for essential activities, such as freight distribution, and for those who use road space more efficiently, such as buses, coaches, bicycles and high occupancy cars.
- Develop our plans to keep the A616/A628 open during extreme weather events.

C: TO PROMOTE EFFICIENT AND SUSTAINABLE MEANS OF FREIGHT DISTRIBUTION, WHILE GROWING THE SCR LOGISTICS SECTOR

SCR has a growing logistics sector, with an estimated 13,000 job increase over the next 10 years. We are supporting the growth of this sector and of the value-added business linked to it. The need to effectively manage the use of the national road and rail network is critical to the freight industry.

Doncaster forms the heart of the SCR logistics sector, with distribution centres and warehousing already central to its economy.

The road network provides the dominant mode for the carriage of freight because it's inherent flexibility and cost effectiveness, particularly over shorter distances and for smaller loads, and because the majority of warehouse sites are no longer directly connected to the rail network. The Strategic Road Network handles 33% of all road traffic but 66% of freight traffic.

• POLICY C: KEY STRATEGIC INTERVENTIONS

- Work with Highways England and neighbouring areas to develop a strategy for the pan-Northern freight system.
- Examine rail-based and water-based alternatives to road freight and continue to work with the freight industry to link proposed solutions with new business opportunities for SCR's logistics sector

- Ensure that efficient links exist to sea ports and promote further development of freight consolidation facilities.
- Promote the introduction of rail-road distribution centres

D: TO IMPROVE RAIL SERVICES AND ACCESS TO STATIONS

As a member of Rail North, SCR now had direct influence on the renewal of the Northern Rail and TransPennine Express franchises. In our role as a stakeholder for other franchises serving the SCR, we will continue to make a case to the DfT for service improvements, during Direct Awards and future franchise renewals.

There are other rail connectivity aspirations within SCR that need further examination, and some long-term ambitions for restoring unused rail lines, which are not seen as feasible at present. We will support proposals to protect these lines for potential future use and will work with Network Rail to identify infrastructure opportunities for increasing capacity through their Long Term Planning Process. Where appropriate we will carry out additional studies to fully understand the opportunities for increasing the effectiveness of the SCR rail network, for example connectivity to Rotherham, Scotland.

Fast and reliable rail services are essential, but they are not sufficient if access to railway stations is inefficient. From a local perspective it is important that getting to and from our gateway stations is easy for passengers anywhere in SCR.

• POLICY D: KEY STRATEGIC INTERVENTIONS

- Further develop with stakeholders and rail leads
 - We will work with Network Rail, the DfT and through our participation in Rail North and TfN to improve rail services in SCR and to key city regions. Improvements that we will strongly support include:
 - Further journey time improvements on the Hope Valley line to Manchester, as well as the East Coast Main Line (ECML) and Midland Main Line (MML) routes to London.
 - Extension of the existing MML electrification programme beyond Sheffield, to Doncaster and South Kirkby Junction in the short term, but with consideration to widespread electrification of most inter-regional routes (including the Hope Valley line, Sheffield-Barnsley-Leeds and the Erewash Valley route to Nottingham).
 - Journey time and capacity improvements between Sheffield and Swinton, allowing frequency increases on most local routes to at least 2 trains per hour, in line with the aspirations of the Yorkshire Rail Network Study.
 - Improved rail connectivity to Rotherham, primarily through reduced journey times and providing better inter-regional connectivity.
 - We will ensure that our local public transport network is designed to provide efficient access to SCR rail stations

E: TO ENSURE SCR IS SERVED BY HIGH SPEED RAIL

High Speed 2 (HS2) has potential to transform the economy of the UK and the North. Government announced in October 2010 that a Y-shaped HSR network, with connections between the West Midlands and Leeds via South Yorkshire, would deliver the greatest benefit to the national economy.

Our own analysis has quantified the benefit from a Y-shaped HSR network to SCR and to the North. By providing a new rapid link between Sheffield and London, Leeds, Derby, Nottingham and Leicester, the HSR network would enhance connectivity to an additional 6.7 million people and 3 million jobs. This would deliver an estimated £60 billion of benefits according to the traditional evaluation approach. In addition, it would imply a further £2.3 billion in wider benefits, i.e. improvements to business productivity and to the labour market.

SCR recognise that the success of HS2 is critically dependant on connectivity to the SCR HS2 hub.

- **POLICY E: KEY STRATEGIC INTERVENTIONS**

- Work with partners to make the case for delivery of the Eastern Arm of the Y network.
- Work with HS2 to agree station location
- Develop a comprehensive connectivity package around the HS2 hub
- Develop a masterplan around the HS2 hub.

Insert Diagram of HS2 Connectivity Concept

F: IMPROVE CONNECTIVITY BETWEEN ECONOMIC ASSETS AND DELIVER INTERVENTIONS REQUIRED FOR DEVELOPMENT AND REGENERATION

Strategic Transport Group to develop SCR connectivity package

- **POLICY F: KEY STRATEGIC INTERVENTIONS**

- We will incrementally deliver a high quality mass transit network connecting the key growth areas in SCR
- Through the SCR IIP process we will consider investment in transformational connectivity investment

G: TO DEVELOP HIGH QUALITY PUBLIC PLACES

Lively urban centres, and particularly those which host vibrant culture and leisure activity, are also more capable of attracting inward investment and job creation. Considerable success in creating attractive public places has already been made around the Sheffield railway station and 'Gold Route', around the Barnsley Interchange and at the pedestrianised area in central Doncaster. We have also significantly improved Rotherham urban centre including investment in a new central railway station.

SCR must continue to offer a high quality of life to its residents and those who wish to visit or invest here. It is therefore important to expand the success of public realm projects from selected locations on to other residential and industrial parts of SCR.

The need to make decisions about the desired characteristics of streets and local centres provides opportunities for us to proactively seek public involvement in local decisions. Interventions to develop attractive public places will often be linked to the following activities:

- The protection and enhancement of heritage sites, to be delivered in consultation with English Heritage.
- The protection and enhancement of green space and public rights of way, such as riverside footpaths, especially where they provide alternative opportunities for active travel.
- The use of green space to alleviate floods and enhance biodiversity.
- Tree planting, which has both aesthetic and environmental advantages.

- **POLICY G: KEY STRATEGIC INTERVENTIONS**

- We will continue to work with partners and with the public to design improvements to streetscape and the urban environment

H: TO FOCUS NEW DEVELOPMENT ALONG KEY PUBLIC TRANSPORT CORRIDORS AND IN PLACES ADJACENT TO EXISTING SHOPS AND SERVICES

To secure long-term gains we need to ensure that SCR's spatial development is aligned with its capability to accommodate its own growth.

The most effective way for an area to experience growth without bearing consequences such as congestion and an increase in emissions is through prioritising development in areas that already have the capacity to contain this growth.

A proactive approach to coordinating land use and transport is critical to the success of our strategy. The Land Use and Transport Integration (LUTI) process is used in South Yorkshire, to divide potential future development sites into categories, based upon their location and proximity to public transport services. We will ensure that proximity to the public transport network, as reflected in this form of accessibility mapping, is at the heart of the process whereby locations of new development are approved, favouring 'sustainable sites', i.e. those sites which are highly accessible by public transport, by bike or on foot.

Concentrated growth also enables public transport operators to offer attractive high-frequency routes, serving high levels of demand at clearly- defined locations. It therefore also intensifies business activity in these locations and generates agglomeration benefits.

- **POLICY H: KEY STRATEGIC INTERVENTIONS**

- We will continue to work with public transport operators, local planners and developers, to examine ways of integrating the design of future developments with the design of public transport, footpaths and cycle routes serving them.
- We will develop a Spatial Framework that integrates land use and transport planning.

ENABLING SUSTAINABLE AND INCLUSIVE GROWTH

Our proposals provide a focus for more locally based interventions which form part of a holistic approach to transport provision. Our ambition is to enable the people who live and work in the city region to access appropriate employment, education, training and leisure. This includes helping to ensure that our economic growth is sustainable and inclusive.

The SCR strongly recognises the importance of investing in infrastructure however, to achieve the scale of growth set out in our Strategic Economic Plan, this investment must also encompass smaller scale interventions across the SCR. Cumulatively these interventions make a significant impact in creating an attractive business environment and will improve the quality of life for residents of the SCR.

The policies in this section span a number of goals including enhancing social inclusion and health, reducing emissions and maximising safety. The following sections outline each policy in turn and the role it has in enabling sustainable and inclusive economic growth. This section highlights the critical importance of our public transport network and the need to ensure that this network is high quality and integrated. The details of how we will achieve this will be set out in separate delivery plans, though the SCR Transport Strategy Refresh highlights the overarching strategy.

I: TO APPLY PARKING POLICIES TO PROMOTE EFFICIENT CAR USE

Congestion is a cause for a loss of productive work time, carbon emissions, air pollution and noise, and can therefore put at risk our efforts to brand SCR as an attractive area. A successful delivery of our strategy will ensure that people in SCR willingly make travel choices that do not increase congestion.

Parking restraints and pricing, workplace parking levies, reallocation of road space and road user charging are demand management measures applied in different places to reduce private car use in urban centres. Some of these are also applied in SCR, although at a relatively moderate level. There is clear evidence that stricter demand management is often highly effective, but there is also clear evidence that it causes some travellers to prefer travel to places where such measures are not applied.

SCR partners have agreed that stringent demand management measures are not a viable option to implement in the current economic climate.

It is likely that future demand management will take the form of parking policies, as they provide sufficient flexibility to adjust the price and geographical scope to the desired magnitude of impact.

- **POLICY I: KEY STRATEGIC INTERVENTIONS**

- We will remain alert to changes in traffic levels, emissions and to the pace of SCR's economic recovery, and to adopt a phased approach to the application of demand management policies. In the short term it is likely that no such measures will be taken; this will be reassessed periodically

J: TO DEVELOP PUBLIC TRANSPORT THAT CONNECTS PEOPLE TO JOBS AND TRAINING, BOTH IN RURAL AND URBAN AREAS

Reducing unemployment remains a key priority for partners across SCR, and we therefore need to ensure that unavailability of transport links is no longer a reason for people to remain out of work, even if they live in a remote community.

48% of UK households in the lowest income category do not own a car. This proportion is even higher as 77% of jobseekers in British cities outside of London do not have regular access to a car, van or motorbike.

It is therefore clear that public transport links are critical if we wish to reduce unemployment. Furthermore,

Similarly, we need to ensure that public transport serving commuters is reliable and punctual. Unreliable services provide little certainty about expected departure and arrival times; they oblige employees either to leave a considerable safety margin, sacrificing time that could be used in other ways, or to be at risk of arriving late at work.

Include narrative on SCR Bus Market Analysis once finalised

Early conclusions of the (South Yorkshire) Bus Market Analysis suggests the potential need for 200 to 300 more buses in South Yorkshire by 2028 based on current usage and mode share. Circa 70% of these new buses would be required in Sheffield with remaining roughly equally split between Barnsley, Doncaster and Rotherham. Furthermore, there is a probable need for 3 to 4 new additional bus garages based on typical size

Since the publication of the original strategy SCR has made significant progress in working with operators to develop networks that meet the needs of the SCR economy and communities. Our bus partnerships have performed well and allowed for more effective network planning.

The SCR Devolution Deal provides an opportunity for a future Mayor to franchise the bus network in a similar way to the London model. It is important that this opportunity is considered with the benefits, costs and risks compared against the alternative option of further developing our bus partnerships.

• POLICY J: KEY STRATEGIC INTERVENTIONS

- We will consider the cases for bus franchising and bus partnerships as models to support delivery of public transport services that provide effective access to the right places.
- We will continue to work with operators to ensure that services focus on providing efficient links at times of the day when work or training start and end. We will also continue to support services of this type in those communities where operation on a commercial basis is not provided.
- We will also continue to tailor innovative solutions for specific needs and promote the use of bespoke forms of travel, such as car clubs, car sharing, provision of scooters (“Wheels to Work”), community transport and demand-responsive routes.

K: TO REDUCE THE AMOUNT OF LOST PRODUCTIVE TIME LOST ON THE STRATEGIC ROAD NETWORK AND IMPROVE RESILIENCE AND RELIABILITY

Fluctuations of travel times due to varying traffic conditions, delays due to incidents, and closures or diversions due to weather conditions are all costly and inefficient. The time spent in such events comes at the expense of personal leisure time in the case of commuters, and at the expense of more productive activities in the case of business travellers. Network reliability and resilience can be improved using real-time traffic control, and the use of new technology is central to this policy.. We are keen to place SCR at a leading edge in the area of using such technologies to improve network performance.

A major part of SCR has already invested in traffic management infrastructure and intelligent traffic control, through the South Yorkshire Integrated Transport System programme, SYITS. We have expanded and enhanced our systems to improve the way existing capacity is utilised and to provide information to travellers in all stages of their journey, so that they can make informed travel decisions either in advance or in real time.

We have also developed a partnership approach to contingency planning by co-locating the bus operator radio control team in the SYITS central hub.

Include content on Key Road Network as this is developed by the Network Managers Group

• POLICY K: KEY STRATEGIC INTERVENTIONS

- We will explore the opportunities associated with the SCR Devolution Deal, which provides the Mayor the opportunity to define and potentially take responsibility for a Key Road Network, made up of key strategic local links.
- We will ensure that new interventions and future maintenance make the strategic network better capable of coping with greater fluctuation in weather as a result of climate change, including periods of snowfall, ice, strong winds and flooding.
- We will continue to develop and refine our route-specific contingency plans, identifying approaches for minimising disruption to public transport vehicles, freight and other road

L: TO ENSURE OUR NETWORKS ARE WELL MAINTAINED

Research undertaken on public opinion highlights that whilst satisfaction levels have improved, road condition remains a top priority for the public. The speed of repair to damaged roads and pavements is also highlighted as a key area of dissatisfaction. Sheffield's Streets Ahead project to upgrade and maintain the City's highway infrastructure including roads, pavements and street lights commenced in August 2012.

The Transport Asset Management Plan (TAMP) plan covers roads, bridges, highway structures and public transport infrastructure, and sets out the approach to the maintenance of South Yorkshire infrastructure. We will use the TAMP to prioritise maintenance

investments to ensure, in the first instance, that the strategic network is well-maintained. The maintenance of walking and cycling routes that form part of the local network will be managed in a similar way,

The Stagecoach Supertram is maintained by Stagecoach under a Concession Agreement. This Concession runs until March 2024. As the system continues to age there will be further challenges with regards the Supertram asset

- **POLICY L: KEY STRATEGIC INTERVENTIONS**

- Through working with Highways England we will coordinate and schedule maintenance activities, attempting to minimise the impact of these activities on network performance and operations.
- Should SCR introduce a Strategic Road Network as described in its devolution deal, we will consider the most effective approach to maintaining this network. This may be through the existing arrangements.
- The Stagecoach Supertram is maintained by Stagecoach under a We will work closely with Stagecoach to ensure the Supertram asset is maintained.
- We will also work with local partners and funding agencies to consider the most appropriate way to fund maintenance, ensuring that the tram network is fit for future expansion.

M: TO DEVELOP USER-FRIENDLY, INTEGRATED, ACCESSIBLE PUBLIC TRANSPORT ACROSS SCR

To develop our local public transport into people's preferred travel mode we need to ensure it consistently provides a high level of service in terms of its coverage, frequency, speed, reliability and convenience. The most fundamental requirement from the public transport network is that its geographical coverage matches the origins and destinations of people's trips, offering them service where they need to go from and to.

SCR is currently delivering the first trial of tram train technology in the UK, between Sheffield and Rotherham. Given the popularity of the existing Supertram, we see tram train technology and extension of the existing network as offering great potential to significantly enhance our public transport offer.

Public transport services need to offer an efficient use of time, and one of the main ways of reducing their journey times is through the introduction of priority measures, including dedicated bus lanes and prioritised signal settings for buses and trams. Early conclusions of the Bus Market Analysis suggests that bus priority measures will be needed to allow for improved services and to cater for the increased number of buses and traffic congestion from rising levels of development

Park and Ride (P&R) facilities have an important role in a package of public transport improvements. P&R is an effective solution on corridors with high travel demand, especially for those travelling to SCR's larger urban areas from its suburban or rural parts. P&R combines the use of a car, motorcycle or bike in the area where the public transport network is sparse with the use of a 'shuttle' service on the urban part of the journey. If designed well, it can therefore combine a high level of convenience with the benefits of reducing the number of vehicles on the radial urban corridors.

The quality of our public transport offer also depends on a range of 'soft' measures such as a comfortable internal design of buses, trams and trains, and the waiting environment at stops, stations and interchanges. There is evidence for the importance of these factors in

influencing travel choices. We presented earlier our recent successes in upgrading interchanges, stations and fleets; similar work continues across SCR.

The continuous provision of information to public transport passengers is key. Such information is required at all stages of a journey, i.e. at home before the journey, at a stop on the street, in a station or an interchange, and on board a vehicle. Information is required in a range of formats, to suit a range of individual needs with an increased role for internet based provision.

In the discussion of a diversified package of alternatives to car travel, or for those without a car, we also recognise the role of taxi and private hire services. These offer a high level of flexibility, including coverage of areas with low frequency of scheduled services, and reduce the need for city centre parking. They are particularly useful as a service for passengers making one-way trips, for those travelling with luggage, and for late night or early morning travel.

- **POLICY M: KEY STRATEGIC INTERVENTIONS**

- We will continue to provide measures of bus priority, particularly during peak periods, such as the Bus Key Routes programme and the Bus Rapid Transit North scheme currently part of the SCRIF programme, and work to develop similar solutions on additional corridors to support economic growth.
- We will continue to explore the case for extending our tram network with particular regards to connecting our key economic priorities.
- We will also continue to examine the case for P&R schemes, expanding the use of P&R along rail and tram routes, where this is feasible and beneficial.
- Working closely with TfN we will enhance the integrated / smart ticketing offer in SCR
- We will continue to invest in our interchanges and stations, improving easy access, and ensuring that a wide range of services for customers is available. Similarly, we will invest in bus and tram stops, to ensure they are attractive, comfortable and safe.
- We will continue our dialogue with the health, education and retail sectors, to ensure that public transport links to major trip attractors are tailored for customer needs. We will aim to provide public transport links not only to the nearest facilities but to the most relevant for specific communities and individuals.
- We will continue our work on bus partnerships seeking continual improvements, whilst in parallel assessing and comparing the case for alternative models, such as franchising.
- We will continue to improve the accessibility across our public transport network

N: TO WORK WITH PUBLIC TRANSPORT OPERATORS TO KEEP FARES AFFORDABLE, ESPECIALLY FOR TRAVELLERS IN NEED

Section to be developed in partnership with Strategic Transport Group and the Public Transport Board

O: TO PROVIDE EFFICIENT AND SUSTAINABLE ACCESS TO OUR GREEN AND RECREATIONAL SPACES

Sheffield is the only UK city with a national park within its boundaries. The Peak District National Park also covers parts of Barnsley and north Derbyshire receiving over 10 million visitors annually. This is the most of any National Park in the UK and contributes £225 million to the local economy. SCR towns are woven with public gardens, parks, moorland and areas of Special Scientific Interest, such as Hatfield and Thorne in Doncaster. These areas are ideal for recreational activities, and have a role in mitigating the effects of poor air quality.

Tourism is a developing economic sector in SCR and has been identified as one of the areas where employment growth is expected. Tourism opportunities in SCR are significant with the airport in Doncaster and the emerging Peak Resorts proposition.

Further growth of this sector depends on the ability to provide access to areas of natural beauty, either by public transport or through the use of public rights of way. These would be enjoyed both by SCR residents and by visitors.

We will ensure that access to green and recreational spaces is provided by sustainable means. To deliver this we will seek to provide public transport services to these areas, either through work with the operators or in other ways. We will support access to parks by coach, when local and environmental considerations deem this appropriate.

- **POLICY O: KEY STRATEGIC INTERVENTIONS**

- We will ensure that access to green and recreational spaces is provided by sustainable means. To deliver this we will seek to provide public transport services to these areas, either through work with the operators or in other ways. We will support access to parks by coach, when local and environmental considerations deem this appropriate.

P: TO WORK TO IMPROVE THE EFFICIENCY OF ALL VEHICLES AND REDUCT THEIR CARBON EMISSIONS

Reducing emissions from vehicles relates to two different types of challenges. First, emissions of carbon dioxide contribute to the greenhouse effect. Second, emissions of other pollutants reduce air quality and damage human health. Nitrogen dioxide (NO₂) and particulate matter (PM₁₀) are predominantly produced by road transport with a significant contribution made by diesel fuelled vehicles.

Both emissions of carbon dioxide and air pollutants, put at risk the sustainability of SCR's growth. Improvements to vehicle efficiency can to reduce emissions can be achieved using technology. The use of alternative fuels and propulsion technologies is increasing which can reduce emissions significantly.

We have an ambition to improve the carbon efficiency of our vehicle fleets and in doing so, to set an example to others. When introducing improvements to bus services through partnership working with operators, statutory schemes or via a Bus Partnership, we will take

steps to help make the bus fleet more efficient, including setting minimum engine standards to improve the overall environmental performance.

- **POLICY P: KEY STRATEGIC INTERVENTIONS**

- We will encourage the use of electric vehicles, and are working with the Leeds City Region to explore incentives to encourage low carbon vehicles.
- We will continue to seek funding for the Eco-Stars scheme to promote more efficient vehicle operation and our eco-driving training initiatives.
- We will work with the Police to enforce speed limits

Q: TO ENCOURAGE ACTIVE TRAVEL AND DEVELOP HIGH QUALITY WALKING AND CYCLING NETWORKS

Walking and cycling are forms of active travel, which can be seen as an alternative to motorised travel. There is an abundance of evidence on the positive impact of an active lifestyle of people's health and it is estimated that increased participation in cycling, could bring health benefits to the economy of £128m per year in absenteeism.

The hilly topography in parts of SCR is sometimes raised as a difficulty in promoting active travel. However, a high proportion of walk and cycle trips is observed in some hilly areas outside SCR, through the use of paths along rivers, canals and flat hilltops.

For the use of bikes to become convenient and widespread, some investment is required in additional facilities such as cycle parking or storage in urban centres, shopping centres, interchanges and stations.

SCR is committed to create an environment that supports a behavioural shift towards more walking and cycling. We recognise that this means investing in more cycling infrastructure to provide safer, quicker, easier routes, supported by appropriate parking and service facilities..

The ability to undertake a full journey on foot or by bike depends on the connectivity of the walk or cycle network. To provide continuity between parts of the network, it is acceptable to combine sections along streets and roads with sections utilising public rights of way elsewhere, as long as they are all safe, clearly-marked and offering continuity.

Cycling and Active Travel Group to further develop

- **POLICY Q: KEY STRATEGIC INTERVENTIONS**

- We will deliver the SCR Cycling and Active Travel Plan.
- We will continue to work with all SCR Local Authorities to design convenient and direct routes for walking and cycling and ensure that walking and cycling forms an integral part of planning processes, negotiations with developers and the design of stations and interchanges.

R: TO SUPPORT THE GENERATION OF ENERGY FROM RENEWABLE SOURCES, AND USE ENERGY IN A RESPONSIBLE WAY

A reduction in emissions and improved air quality can be achieved, by reducing our reliance on diesel and petrol, instead switching to alternative fuels such as gas, electric and hydrogen. To support this move to low emission fuel sources, investment in the supporting infrastructure will be required for example anaerobic digestion processes to generate biogas, will provide a sustainable, clean fuel source for larger fleet vehicles such as buses and HGVs.

Total ULEV sales in 2014 were some 4 times the level of the previous year. One of the most important factors currently putting drivers off buying an electric car or van is recharging (40%). We will continue to develop a strategic network of recharging points, to support and enhance the growth of electric vehicles recognising the environmental benefits in doing so.

By exploiting the energy generating capabilities of land and buildings it will be possible to reduce carbon emissions, improve air quality and generate new sources of income for reinvestment in priorities. To determine where these opportunities lie we will undertake a full assessment of these assets and set out an investment plan.

- **POLICY R: KEY STRATEGIC INTERVENTIONS**

- We will continue to use energy in a responsible way and reflect our aspiration to use renewable energy where appropriate in the corporate carbon and environmental strategies of our organisations.
- We will also consider, where appropriate, micro-energy generation as part of our own infrastructure.

S: TO IMPROVE AIR QUALITY, ESPECIALLY IN AIR QUALITY MANAGEMENT AREAS

Air quality and noise have impacts on our health and wellbeing, and also have a substantial economic cost. In 2010, a Cabinet Office report estimated the national cost of poor air quality at £4.5 to £10.6 billion per annum and DEFRA that poor air quality may contribute to 50,000 premature deaths per year in the UK, which is more than passive smoking, traffic collisions or obesity. In the intervening period from 2010, the data linking traffic pollution to serious health conditions has become very strong and the World Health organisation (WHO) have declared diesel engine exhaust pollution as carcinogenic.

Air Quality Management Areas (AQMA) in SCR comprise the entire urban area of Sheffield, and main strategic network routes into the other South Yorkshire towns, especially along the Don Valley and the M1. Along the M1 a particularly high level of NOx emissions is reported. In the Sheffield urban area there are very high levels of PM10. The statutory duty for Local Authorities, when dealing with AQMA, is to manage local air quality and to ensure that it is brought down to a safe limit.

Much of the air quality impacts are caused by the national network routes in SCR. We will work with the Highways Agency to mitigate these as far as possible, in particular through the management of vehicle flow to reduce stop-start conditions which can exacerbate emissions.

- **POLICY S: KEY STRATEGIC INTERVENTIONS**

- We will work with partners to maximise the use of tree planting and urban greening. In addition to the aesthetic benefits of tree planting, this can contribute to improving air quality, reducing noise, flood alleviation, carbon capture and reducing the visual impact of transport.

T: TO MAKE SCR TRANSPORT NETWORKS SAFER

Maintaining a steady trend of decline in the number of road casualties will support SCR's reputation as an attractive area and will reduce the associated burden on road traffic, health services, emergency services and on our wider economy. It will also reduce the emotional strain experienced by victims, their families and friends.

We use a 'Worst First' approach for setting our list of priorities for targeted interventions and physical highway improvements. The locations and road users with the highest casualty rates are given precedence, irrespective of which district they are in and whether the location is urban or rural.

Physical improvements of road infrastructure are complemented by training, education and marketing, to raise the awareness of safe road use and common safety risks. These are targeted at the drivers of private vehicles and at others who may affect their driving behaviour, for example with relation to alcohol consumption. Education and marketing campaigns are also targeted at professional drivers of lorries, buses, coaches and trams, since all these share road space with other users.

Enforcement of road traffic law, particularly speed limits, is a core part of our safer roads strategy, and we are determined to keep driving speeds within legal and safe limits. Our achievements in reducing road casualties have already demonstrated the benefits of partnership working, and in this policy we particularly highlight the importance of continued work with the Police and other agencies, to ensure effective deployment and enforcement.

Our efforts to reduce casualties are managed by our Safer Roads Partnership, which includes delegates from transport authorities, the Highways Agency, health trusts, academia, the Police and fire service. The partnership continues to promote targeted interventions and raise the awareness of road safety issues by professional and non-professional drivers.

SCR will ensure all its networks and users of the networks are safe. We have analysed the vulnerability of different user types based on incident location, the mode of transport used and the age of the user. We will be especially mindful of these 'at risk' groups when developing safety solutions.

- Children in deprived communities remain at higher risk than others. While the overall child fatalities and injuries in South Yorkshire have recently fallen, a child living in a deprived area (i.e. an area in the lowest 10% based on the Index of Multiple Deprivation) is four times more likely to be involved in a traffic collision than a child living in a more affluent area (based on the top 10% of this index).
- Cyclists and motorcyclists are disproportionately involved in more Road Traffic Collisions (RTC's) when compared to other road users. Pedal cycle and powered two-wheeler casualties remain constant, above the 2005 – 2009 baseline.
- The number of pedestrians killed or injured also remains constant, with some 30% of these people over the age of 50
- **POLICY T: KEY STRATEGIC INTERVENTIONS**
 - We will continue to develop and operate the safety cameras in South Yorkshire
 - We will continue to develop 20mph zones, 20mph limits and Shared Spaces, linking these plans to related community initiatives.

- We will take targeted and prioritised action in these areas.
- We will ensure that civil enforcement is targeted at the free and safe movement of traffic and also where parked vehicles cause a danger to other road users, for example outside schools.
- We will continue working with partners to develop maintenance programmes that support safety.

DELIVERY AND MONITORING

Section to be developed with SCR performance team.

Indicative Draft for Discussion Only

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FOR DISCUSSION

SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

14 JULY 2016

TRANSPORT FOR THE NORTH UPDATE

Summary

- Transport for the North (TfN) is seeking to establish itself as a Statutory Body by April 2017. An outline of the high level proposal of TfN is detailed in Appendix A.
- TfN is in the process of developing an Integrated Northern Transport Strategy and Investment Plan by spring 2018. The strategy will be in more depth than previous versions using the conclusions from the Northern Powerhouse Independent Economic Review as the evidence base.
- The Northern Powerhouse Independent Economic Review was launched on 30 June and provides a new insight into the economy of the North and its future sectors for growth.
- The Northern Powerhouse Rail programme has recognised that there will be significant impacts on Sheffield Midland Station. A working group has been set up to determine the future capacity and capability needed to accommodate Northern Powerhouse Rail and other future rail services.
- The next Trans-Pennine Tunnel Interim Report is due to be released in mid-July. The release of the Interim Report will outline a number of routes for further detailed investigation and will be coupled with a Stakeholder Reference Group to allow discussion and feedback to be captured.
- The SOBC for the development the SmartNorth ticketing scheme is currently awaiting ministerial approval. The SOBC outlines the case for £1.85m to develop an ambitious plan for delivering integrated, easy-to-use, seamless public transport journeys across the North's transport network.

1. Issue

- 1.1. To update Transport Executive Board (TEB) on Transport for the North (TfN).

2. Recommendations

- 2.1. The Transport Executive Board is asked to note the progress being made across the TfN programme.

3. Background Information

- 3.1. As previously reported to TEB on 2 June 2016, TfN is making considerable progress to establish itself as the first statutory sub-national transport body (STB) with an estimated date of inauguration by April 2017. TfN is therefore working with partners to understand how it will be able to implement devolved responsibilities from Government to support the North's economic transformation. An outline of the high level proposal of TfN is detailed in **Appendix A**.
- 3.2. The main powers and functions being sought are the authority to develop a statutory transport strategy for the North with the powers to specify investment programmes for rail and road schemes¹. Discussions are currently ongoing as to how these functions would be carried out in practice with appropriate legal powers provided through Secondary Legislation.
- 3.3. The TfN proposals are based on "subsidiarity", meaning that powers will be drawn down from Government, rather than take powers that are already vested with Local Authorities/Combined Authorities (CA).
- 3.4. There are a number of outstanding governance arrangements that are subject to further detailed discussion and agreement between TfN partners. It is proposed that the TfN decision making process will be supported by a weighted voting system based on population, this is broadly supported by SCR, although the detailed workings of this approach need to be confirmed. TfN anticipate that decisions should be resolved by consultation and consensus, rather than through formal voting, but it is a required element of the statutory arrangements that this provision is made.
- 3.5. Before TfN can progress the legislation to support its establishment as an STB, the proposed governance arrangements require written support of its members. The SCR CA will therefore be requested to formally endorse the proposal prior to the submission of the Secondary Legislation to Government. TEB is asked to note that this will follow later this year once Government has provided its initial response to the proposal.
- 3.6. The continued funding of TfN requires further agreement between TfN Partners. Currently, the costs associated with TfN have been allocated directly from the DfT, with a revenue funding envelope of £10 million per year until 2019. However, in order to ensure the future operation of TfN, the organisation is currently reviewing ways of financing. A range of options are being considered, including levying contributions from TfN partners.

TfN Central Team and Northern Transport Strategy Development

- 3.7. The TfN Team has met with the SCR Executive Team to discuss the future role of TfN. The purpose of the meeting was to understand the how Combined Authorities (CA)/Local Transport Authorities (LTAs) communicate with TfN and to give transparency over TfN's organisational structure. The immediate focus for TfN in the short term is to ensure the recruitment of personnel to key positions within the organisation. The TfN Central Team is currently reliant upon seconded and contracted staff and this has been highlighted as a risk for ensuring longer term business continuity.

¹ In agreement with the Secretary of State, TfN will have the powers to influence Network Rail's Control Periods and Highways England's Road Investment Strategy

- 3.8. TfN is in the process of developing an Integrated Northern Transport Strategy and Investment Plan by spring 2018, with some interim reports released before then. The strategy will be in more depth than previous versions, detailing the strategic requirements of the CA/LTAs, using the conclusions from the Northern Powerhouse Independent Economic Review (NPIER) as the evidence base.

Workstream Update

Northern Powerhouse Rail (NPR)

- 3.9. The NPR programme is investigating the infrastructure requirements needed to meet the TfN NPR conditional outputs, specifying journey times and improved frequency and capacity between the six main cities and Manchester Airport as set out in the Northern Transport Strategy. The April 2016 Spring Report set out the most promising options and more detailed investigation is underway. A Client Requirements Group has been set up to strengthen the need for investment and ensure the achievement of the conditional outputs as a primary objective. A key task for the Client Requirements Group is to support the process to identify a preferred option in each corridor by the end of 2016. This will be based on an agreed methodology with key decisions made by the Partnership Board.
- 3.10. If the conditional outputs of NPR are to be achieved, the number of trains using Sheffield Midland Station will be considerably more than today. A working group has been set up involving Sheffield City Council, SYPTe and Sheffield City Region with Network Rail, DfT, HS2 Ltd and Network Rail to determine the capability and capacity that is needed. It will also consider how the station links with the city centre and the implications for land use planning.

Trans-Pennine Road Tunnel

- 3.11. The Trans-Pennine Tunnel project team is in the process of drafting the Strategic Outline Business Case (SOBC) using the Treasury's Five Case Model. The Commercial, Management and Strategic Case have all been drafted and will be presented to Project Board in mid-July. The Economic and Financial Case will be completed later, with analysis into the anticipated land use and traffic modelling associated with the Tunnel still being completed.
- 3.12. The traffic modelling data which will be used to justify the Tunnel via the Economic and Financial case is being tested using industry standards for transport investment decisions. However, the process will fully acknowledge the transformational nature of the scheme; therefore the SOBC will place a significant emphasis on the wider economic benefits. In addition, there will be a focus on the environmental benefits to the Peak Park, with the removal of traffic from the current trans-Pennine route and possible de-trunking of, and traffic restrictions on the A628.
- 3.13. The operation and maintenance of the Tunnel is being investigated. The study has outlined that a Tunnel of this size will require specialist control procedures to ensure safety, security to optimise operational capacity. A working group has been established to explore maintenance and management programmes and determine the role of technological advances within the assumptions. To aid these discussions, expert advice from existing Norwegian and Swiss tunnel operators is being sought.
- 3.14. The next version of the Interim Report is due to be released by mid-July 2016. The release of the Interim Report will outline a number of routes for further detailed investigation and will be coupled with a Stakeholder Reference Group to allow

discussion and feedback to be captured. It is envisaged that this will take place by 15 July 2016.

- 3.15. Highways England is procuring a further study looking at the wider impacts of the road tunnel, for example how it can play a part of a strategic route between the Mersey and Humber estuaries which is a key freight demand. SCR and the Peak National Park will be represented on the Project Board for this study.

Smart Ticketing

- 3.16. The SOBC for the development the SmartNorth ticketing scheme is currently awaiting ministerial approval. The SOBC outlines the case for £1.85m to develop an ambitious plan for delivering integrated, easy-to-use, seamless public transport journeys across the North's transport network.
- 3.17. The workstream comprises of 10 clear areas of work relating to the delivery of smart ticketing across multiple geographic boundaries and transport operators, including the identification of quick wins, fare simplification and a back office system. In order to manage the development of the proposal, a Steering Group and Design Group have been established, to which the SCR is represented. To support this, additional resources have been approved to take the work forwards, in particular a full-time project sponsor.

Strategic Economic Case

- 3.18. The NPIER was launched on 30 June and provides a new insight into the economy of the North and its future sectors for growth. It will act as an evidence base to compliment the Northern Strategic Economic Plans (SEP) from a pan northern perspective and help profile the north's sectoral specialism and capabilities to develop a unique selling point to maximise investment and agglomeration.
- 3.19. The NPIER completed a bottom-up exercise has been carried out to look at the strengths and assets of each of the 11 LEP areas forming the Northern Powerhouse. The SCR has been characterised to have strengths in the following industries, these are broadly in line with the SCR SEP; Advanced manufacturing & materials; Healthcare technologies; Digital/computing; and Logistics.
- 3.20. It is envisaged that the evidence collected through the findings of the NPIER will help shape the Integrated Northern Transport Strategy. The evidence will be bolstered to present the next level of analysis, supporting the wider case for a transformative transport programme to unlock the potential of the wider TfN programme and establish the narrative and objectives of the strategy.

Strategic Local Connectivity (SLC)

- 3.21. Following a period of consultation with all 11 LEP areas across the North of England, 112 'local' transport schemes were identified as having the potential to enhance pan Northern connectivity. Each scheme was assessed independently by Steer Davies Gleave and categorised (not prioritised) depending on the interventions ability to enhance the performance of the North's economy. TEB has previously been updated on this work (21 April 2016).
- 3.22. The principles of the categories have since been approved by TfN Executive Board, although more detail is required on what these classifications mean in practice and how the outputs are integrated into the wider TfN programme. There is an ongoing concern that the schemes are untested in terms of deliverability, value for money and affordability. However, the findings in their current form will support the overarching

work on the Integrated Northern Transport Strategy and will provide a useful starting point for strategy development.

Freight

- 3.23. The Northern Freight and Logistics Strategy has now been completed and signed off by TfN Partnership Board. A copy of the Strategy and its appendices are available upon request from the SCR Executive Team.
- 3.24. The next steps for the Freight workstream include a programme of activity based on commissioning a number of studies at LEP level to take the outputs of the TfN Freight and Logistics Strategy, and refine them to scheme level on both the road and rail network. It is anticipated to achieve the following;
- Inform the development of the TfN Road and Rail Strategies, which would themselves inform Transport for the North's input into the development of the current Control Period 6 and Roads Investment Strategy 2.
 - Develop a framework for the continuation of public sector regional stakeholder engagement, establishing an ongoing method of capturing schemes and infrastructure gaps.
 - Create a freight-centric blueprint of the North, providing insight into the reliance of key industry sectors on public sector infrastructure in support of principals outlined in the NPIER.

International Connectivity

- 3.25. TfN is currently undertaking a review of the international connectivity across the North of England. The review will cover passenger transport (air and sea) but also cover wider policy interventions that directly impact on the international movement of people and freight.
- 3.26. TfN is seeking to establish a Commission in July to undertake a series of sessions to understand the role of the Northern international gateways and how these can be maximised. The SCR will outline the potential of the RHADS to establish itself as a hub for aviation related activity and optimise the recent investment in freight and logistics around the airport (iPort).

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:

Transport for the North (2016a), *Northern Freight and Logistics Strategy*, Transport for the North

Transport for the North (2016b), *Northern Powerhouse Independent Economic Review*,
Transport for the North

Appendix A – High Level Outlined for TfN

Changes to the Cities and Local Government Act made in January 2016 have enabled the legal mechanism to establish Statutory Sub-National Transport Bodies (STBs), such as Transport for the North (TfN). TfN is subsequently taking this opportunity to become an STB, with an estimated date of inauguration by April 2017.

Outlined below is the high level proposal of TfN as a statutory organisation;

- **Constituent Authorities** – The constituent authorities making these proposals are the local transport authorities situated wholly or partly in the North East, North West and Yorkshire and the Humber regions of England.
- **Area of Coverage** – The area of the STB will be the geographic area of the administrative boundary of the constituent Authorities.
- **Membership** - TfN proposes to continue the Partnership Board, with each member authority **nominating a lead Councillor and appointing a Deputy**. TfN will establish an Overview and Scrutiny Panel comprising of nominated representatives from TfN Members to review decisions.
- **Member’s Decision Making** – decisions by consensus. In the absence of a consensus, a weighted voting mechanism will be implemented.
- **Co-Opted Members** – The regulation should allow the appointment of non-voting elected members of the local transport authorities which are members of Rail North Ltd.
- **Business Partnership** – A business leadership board will be established made up of LEP representatives from the TfN area.
- **Functions** - General functions include; preparation a transport strategy, co-ordinate the carrying out of transport functions that are exercisable by its different constituent authorities, make proposals to the SoS for the role and functions of transport powers.
- **Exercise of local transport functions** - TfN's approach will be “subsidiarity”, devolving powers from Government, not to take powers vested with LTA. Though it will seek to exercise LTA powers concurrently.
- **Contributions** – for TfN to be sustainable in the long term, local contributions will be required from constituent authorities to remove the dependency on Central Government.
- **Scrutiny** - TfN will appoint of a scrutiny committee to review decisions and make recommendations on the discharge of functions and transport matters in the STB area.

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FOR INFORMATION

SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

14 JULY 2016

LEP VISIONING WORKSHOP

Summary

- This paper presents an update on the initial outcomes of the LEP visioning workshop that took place on 3 June 2016. At the workshop the LEP reaffirmed that infrastructure is a key strategic theme. Furthermore, the LEP identified Doncaster Sheffield Airport and the Advanced Manufacturing Innovation District (AMID) as 'key strategic projects'.
- The SCR Integrated Infrastructure Plan (SCR IIP) reflects these emerging priorities but will require some minor amends to ensure they are appropriately presented.

1. Issue

- 1.1. This paper presents an update on the early outcome of the LEP visioning workshop. The purpose of the workshop was to scope out and set a framework within which to take forward the SEP refresh.
- 1.2. The LEP identified infrastructure as a key strategic theme alongside transport, housing, business growth, skills, rural and city/town centres.
- 1.3. The LEP identified Doncaster Sheffield Airport and the Advanced Manufacturing Innovation District (AMID) as important strategic projects.
- 1.4. The LEP conclusions are generally in-keeping with the content of the SCR Infrastructure Executive Board-approved SCR IIP, which will provide a future mechanism to progress major transport schemes.
- 1.5. The SCR IIP will require minor amends to ensure that the key strategic value of the AMID and airport is appropriately reflected as well as to emphasise the need for internal and external connectivity.

2. Recommendations

- 2.1. The Transport Executive Board is asked to note the initial outcome of the workshop.

3. Background Information

LEP Visioning Workshop Outcome

3.1. The LEP workshop which took place on 3 June 2016 set out the need to link all three of the following together through a refreshed SEP:

- Determine the Vision
- Determine priorities to achieve it
- Establish spending principles

3.2. The following table summarises the workshop outcomes:

The Vision	Priorities to achieve it	Spending Principals
<p>“A City Region with a strong economy, competing in national and global markets creating a place where our communities, people and business prosper, with a strong sense of civic and social responsibility.”</p>	<ul style="list-style-type: none"> • Deliver new SEP • Cultural shift-behavioural and process change i.e. confident, proactive and promotional • Above priorities underpinned by projects and programmes 	<ul style="list-style-type: none"> • Economic benefit - investment has to equal an economic return and / or promote economic growth • Focus on Outcomes not funding streams • Investment that delivers transformational interventions • Inclusive and sustainable growth i.e. investments support long term financial innovation and sustainability • 4 year rolling programme for our single pot

3.3. Transport has been highlighted as a strategic theme alongside infrastructure, housing, business growth and skills. Two new themes have been identified- these are city / town centres and rural.

3.4. A number of key shifts have also been recognised as important in order to achieve the ambition set out above, for example:

- Align economy to achieve ‘inclusive growth’
- Better internal and external connectivity / speed – all modes
- Raise environmental quality and image through positive placemaking
- Proactive, responsive public agencies -partner private and voluntary sectors

3.5. The next steps for the SCR have been identified as follows:

- Refresh SEP evidence base addressing specific gaps – Spring /Summer 2016
- Draft refreshed SEP – Autumn 2016
- Refreshed SEP agreed – End December 2016

Emerging Priorities and Impact on SCR IIP

3.6. The emerging LEP priorities are consistent with the content of the existing IEB-approved SCR IIP, particularly with regards to the following:

- Infrastructure is key to the economic success of the SCR
- Doncaster Sheffield Airport and the AMID are key strategic priorities that require infrastructure investment to maximise their potential.

3.7. Following the visioning workshop, it has been suggested that minor amends are made to the SCR IIP to clarify its role and to better emphasise the LEP priorities. The following amends will be made before the SCR IIP is presented to the Combined Authority for sign-off:

- Clarification that SCR IIP will not be the only infrastructure funding source and infrastructure sectors should explore other funding options before approaching SCR.
- Clarification that SCR IIP is flexible and can evolve in line with future priorities.
- The SCR IIP to further emphasise the importance of AMID and the Airport- our strategic priorities.
- The SCR IIP to further emphasise the importance of intra and inter connectivity.

3.8. The above amendments were requested by the Chair of the Combined Authority.

3.9. Subject to approval of these minor amends, the SCR IIP will be presented to the CA and LEP for sign off on the 1st August.

3.10. It is proposed that consideration needs to be made on how these emerging priorities will be funded. It is likely that they will need to come forward for calls on Gainshare funding.

4. Implications

i. Financial
a. None at this stage

ii. Legal
a. None at this stage

iii. Diversity
a. None at this stage

iv. Equality
a. None at this stage

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Other sources and references: SCR workshop presentation pack 03/06/16

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FOR DISCUSSION

SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

14 JULY 2016

KEY THEMATIC LINKS – ALL EXECUTIVE BOARDS

Summary

- This paper presents a high level account and first draft of the key thematic links across all the Executive Boards as set out in Appendix A.
- The SCR Executive Board workstreams are closely linked, with a number of work streams of key importance to multiple Boards.
- SCR has assigned to each activity a 'Lead Board' responsible for oversight and sign off of a range of project based activity. It is essential that other Boards are involved and sighted on some activities and, as such, arrangements to ensure this happens are set out in this paper.

1. Issue

- 1.1. This paper presents a draft table which highlights the key cross cutting workstreams of the SCR Executive Boards.
- 1.2. The draft table identifies which Board will lead key workstreams, and which Boards need to be involved in the shaping and completion of these workstreams.

2. Recommendations

- 2.1. The Transport Executive Board is asked to review and discuss the information set out in Appendix A.

3. Background Information

- 3.1. Through the SCR Business Planning process, the SCR assigned responsibility for key workstreams / thematic areas to five Executive Boards (Transport, Housing, Infrastructure, Skills and Business Growth). The Business Plans for the respective Boards highlight the key priorities and supporting workstreams for each 'Lead Board'.
- 3.2. A number of work streams are of cross cutting importance and as such it is essential that the other thematic Boards are suitably involved in the completion of these work

streams. Appendix A sets out each key business plan work stream and assigns the following:

- **Lead Board:** Responsible for the oversight, completion and sign-off¹ of the respective work stream.
- **Sighted Board:** The work stream is of key importance to the work of this Board and as such the Board should be involved in the development of the work stream and kept up to date on progress.

3.3. For example, the SCR Spatial Plan and the SCR Integrated Infrastructure Plan are workstreams which have SCR-wide impact across all themes. They are led by the Housing and Infrastructure Boards respectively, but to effectively complete the work and ensure SCR interests are fully captured it is essential that other Boards including Transport are involved.

3.4. Appendix A provides a draft framework setting out which workstreams are relevant to which Boards. The TEB is asked to consider the following:

- Does the TEB agree with the information set out in Appendix A?
- Does the TEB agree with the Lead Board assigned to the associated work stream as well as the other Boards who are sighted?
- How can the Boards best communicate and collaborate?

3.5. Following discussion of the content and recommendations in this report with all of the SCR's Executive Boards, a report will be presented to the SCR Combined Authority at a future meeting which will seek to agree the arrangements in relation to 'Lead' and 'Sighted' Boards.

4. Implications

- i. Financial - None at this stage
- ii. Legal - None at this stage
- iii. Diversity - None at this stage
- iv. Equality - None at this stage

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¹ In many cases ultimate sign off will need to come from the Combined Authority and the 'lead board' will be making the recommendation to the CA.

APPENDIX A

Key:



(Dark Green) Lead Board: Responsible for the oversight, completion and sign-off of the respective work stream.



(Light Green) Sighted Board: The work stream is of key importance to the work of this Board and as such the Board should be involved in the development of the work stream and kept up to date on progress.

THEME	TRANSPORT	INFRASTRUCTURE	HOUSING	BUSINESS GROWTH	SKILLS
INFRASTRUCTURE					
SCR INTEGRATED INFRASTRUCTURE PLAN (SCR IIP)	Sighted: Key route to funding transport projects	Lead: Develop SCR IIP, build pipeline, deliver pipeline	Sighted: Potential route to funding housing infrastructure, as well as overlap with the development of SCR funding programmes and products)	Sighted: Growth Hub – supply chain and responding to regional demand (growth demand spoke)	Sighted: SCR identified skills gap to deliver pipeline
SCR IIP PIPELINE	COMBINED AUTHORITY TO DECIDE- clarity required on which Board owns each area				
Page 58 SCRIF	Sighted: Transport schemes- provide progress check	Lead: Manage SCRIF assurance framework	Sighted: Schemes which deliver significant housing outputs are to be monitored by the Housing Board	Sighted: Growth Hub- will need to be reactive to the outputs of SCRIF. Access to Finance – capital investment required for businesses	Sighted: Emerging skills issues highlighted from scheme promoters
JESSICA FUND		Lead: Oversight of JESSICA investment activity.	Sighted: Potential to support mixed use developments.	Sighted: Provision of new commercial floor space. / Access to Finance	
ENTERPRISE ZONE	Sighted: Accessibility gaps – such as AMID and Airport/ Work stream being developed i.e. tram train	Lead: £5m capital funding		Sighted: Marketing EZ- Inward Investment Attracting businesses to these areas due to reduced rates. Link to Growth Hub	Sighted: Need to attract appropriate skills to advanced manufacturing. Link to Skills Bank – there is a need to clarify if there are any deals with EZ businesses.

				where there is a requirement to support ongoing growth and jobs are being created.	Link to Skills for jobs growth if new jobs are being created and employability pilot in future
HOUSING					
Page 59	JOINT ASSETS BOARD AND ONE PUBLIC ESTATE		Sighted: SCR IIP has land and commercial property as a key theme- town centre development	Lead: The development of a SCR public sector land disposal register/ brownfield register which will hold all surplus SCR land and property assets in one place Strategic direction/ decisions on releasing public sector land.	Sighted: Both skills and labour gap exists. Lack of skills in industry – i.e. professional skills. Construction skills- i.e. quantity surveyor, civil engineering. Alignment to development of SCR devolution pilot and development of skills, work and employment eco-system e.g. JCP estates strategy
	SPATIAL PLAN/ STRATEGIC PLANNING	Sighted: ALL Boards to be engaged. Separate Board may be associated with this task		Lead: Options for taking forward the planning 'powers' of the Mayor/ the development of Mayoral Development Corporations to be produced for consideration by the SCR Combined Authority.	
	HOUSING CAPITAL PROGRAMME (the	Sighted: May be schemes here to enable housing growth –		Lead: The development of SCR funding	Sighted: Link between public and private – help

development of SCR funding programmes and products)	depending on how the Fund is agreed and managed	programmes and products in order to accelerate housing delivery in line with SCR's economic ambitions. Decision on the investment of funds under local control (in line with housing priorities) is required from the CA.	with investment leads- keep things delivering Link to Growth Hub - Construction supply chain gap identified to support smaller building firms.	investment supports SCR-level skills programmes and commitments Capacity and skills to deliver significant housing growth is a key consideration
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TRANSPORT

Page 60 TRANSPORT STRATEGY	Lead: develop the Transport Strategy refresh	Sighted: Feed into the Transport Strategy accordingly			Sighted: Connectivity between transport and travel to learn / travel to work where transport is a barrier to learning / working
TRANSPORT FOR THE NORTH	Lead: lead input to TfN – influencing delivery of SCR priorities	Sighted: TfN will have significant budget (£15bn) for transformational infrastructure in the North- another close link between infrastructure and transport		Sighted: Selling benefits of enhanced connectivity (and wider economic benefit) to potential investors	Sighted: TFN identified core sectors and need to push for skills in those sectors
HS2	Lead: lead liaison with the HS2 to maximise benefits to SCR	Sighted: HS2 itself involves significant infrastructure investment- SCR will require a comprehensive connectivity package of local transport infrastructure	Sighted: Impact on housing decisions Station location – priority for housing investment	Sighted: Selling benefits (connectivity and wider economic) to potential investors	Sighted: HS2 rail college and supply chains

STRATEGIC RAIL	Lead: liaise with network Rail	Sighted: involves transport infrastructure. Although externally delivered, may be important to the Infrastructure Exec Board			
MODELLING STRATEGY	Lead: Combined Authority needs overall approach to be agreed on modelling. <ul style="list-style-type: none"> Update on modelling required. Clarity on what models to use – data and modelling strategy needed 	Sighted: will require use of models	Sighted: will require use of models		
HIGHWAYS ENGLAND (HE)	Lead: liaise with HE	Sighted: will be influenced by HE investment			
SKILLS & EMPLOYMENT					
SKILLS BANK	Sighted: potential funding from the Skills Bank on employer led training	Sighted: potential funding from the Skills Bank on employer led training	Sighted: potential funding from the Skills Bank on employer led training	Sighted: potential funding from the Skills Bank on employer led training	Lead: Skills Bank is the SCR's market place to match employers with specific training needs to training providers
SKILLS CAPITAL FUNDING	Sighted: Skills based training and provision for rail skills	Sighted: Skills based training and provision for rail skills??			Lead: £6m investment for National Rail College (Doncaster)
SECTOR BASED REVIEWS	Sighted: CITB in depth study which lists SCR projects live within the planning application process (Glenigan	Sighted: CITB in depth study which lists SCR projects live within the planning application process (Glenigan Database).	Sighted: CITB in depth study which lists SCR projects live within the planning application process (Glenigan	Sighted: CDI is a priority area and this theme will need to be aware of the findings	Lead: Sector based reviews into labour market 16/17. In depth study into the Construction Sector

	Database)	Understand emerging construction skills gaps which may help inform current and future infrastructure schemes	Database). Understand emerging construction skills gaps which may help inform current and future housing schemes		(complete). In depth study into Creative and Digital Industry (CDI) late 2016.
Page 62	LABOUR MARKET REVIEW	Sighted: This work will cover transport occupations. The report will provide background information on Enterprise Zones and growth sectors.		Sighted: Report will detail growth sectors and job demands / gaps.	Lead: Broad industrial review into the SCR labour market covering supply and demand of skills. SCR has licences to two LMI tools (Economic Modelling Specialists International Analyst and Labour Insights) which can provide detailed information regarding industries, occupations, salaries and growth statistics. In house tool. SCR Labour Market Review Report -late September.
	<u>BUSINESS GROWTH</u>				
	CORE HUB	Sighted: Demand for facilities – creating Job and GVA growth across the region.	Sighted: Impact on housing decisions	Lead: Resource to support Leadership for Growth Businesses Leadership and Management skills gap –	Sighted: Leadership and Management skills gap Skills to support leadership development within our

				Hotspot mapping – geographies – Sectors – Age (statup etc)	businesses.
INNOVATION	Sighted: - AMID district Business Growth Support enablers	Sighted: - AMID district Business Growth Support enablers	Sighted: Impact on housing decisions	Lead: support businesses to focus on innovation – developing open innovation networks. Smart Specialisation, AMID – development and provision of Technical and Organisational innovation programmes.	Sighted: Skills requirements around Smart specialisation.
Page 63 ACCESS TO FINANCE		Sighted: - provision of suitable growth space/infrastructure for growth		Lead: Business Investment Fund- Investor Network - to provide an investor framework – primarily Seedcorn & early stage.	Sighted: Businesses requiring business leadership / financial skills – investment support.
INTERNATIONAL TRADE/EXPORTS	Sighted: - provision of suitable transport facilities for business growth - cargo and freight services as well as	Sighted: - provision of suitable growth space/infrastructure for growth - International exchange		Lead: International trade development programme Overseas Missions development –	Sighted - internal skills gaps around International trade and exporting – embedding skills with export support.
BUSINESS START-UPS	Sighted: - provision of suitable growth space/infrastructure for growth - International exchange	Sighted: - provision of suitable incubation space/creative and digital workplaces -		Lead: Start up programme. Incubators / Accelerators maker spaces /	Sighted: - provision of entrepreneurship training skills development support - socially disadvantaged entrepreneurship

GROWTH DEMAND	Sighted: HS2/Rail – major supply chain gap	Sighted - major supply chain gap- Nuclear/Build/Renewables/Energy	Sighted: - major supply chain gap - Construction /Trades Impact on housing decisions	Lead: Supply chain initiatives – Identification of the gaps Sector Specific Business Support programmes - CDI - Construction – Manufacturing/Advanced Manufacturing - Space Healthtech etc....	Sighted - Skills gaps across key sectors – Sector specific high level skills programmes
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EMERGING PRIORITY THEMES

SEP REFRESH	SIGHTED: ALL THEMES WILL INPUT INTO SEP REFRESH / COMBINED AUTHORITY TO SIGN OFF				
ADVANCED MANUFACTURING INNOVATION DISTRICT	Sighted: Potential transport implications	Infrastructure will play a key role. SCR IIP identifies AMID as a growth area	TBC	TBC	TBC
DONCASTER SHEFFILD AIRPORT	Sighted: International connectivity for SCR and surface access	Infrastructure will play a key role. SCR IIP identifies the Airport as a growth area	TBC	TBC	TBC

FOR INFORMATION

SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

14 JULY 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 content of the strategic update.

3. Background Information

Background

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

- DfT Large Majors Update

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.

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POST:

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Update Paper

**DfT Large
Majors Update**

The SCR CA and LEP approved the principle of submitting the three schemes recommended by the TEB (with delegated sign-off by the LEP/CA chairs).

Following the June TEB, the Combined Authority and LEP endorsed the principle of submitting three development funding bids to the DfT Large Majors competition.

- **SCR Mass Transit Phase 1:** 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. This scheme also forms the foundation to allow future tram/tram train based mass transit extensions to support key growth areas across the SCR with enhanced connectivity.
- **Advanced Manufacturing Innovation District (AMID):** Prepare an outline business case for a scheme to address congestion at M1 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 and enhancing the case for the trans Pennine tunnel from Manchester to the M1 that is being progressed through Transport for the North. This scheme also includes (in addition to developing sections of new carriageway to the Humber ports) how the whole of the SCR could access a potential Trans-Pennine tunnel.

The bids will include a proportion of the cost to update the appraisal tools needed to make the business cases compliant with the National Standards required for such schemes, i.e. WebTAG, the DfT mandated appraisal process for large transport schemes. This standard is also a requirement of the SCR Assurance Framework and will therefore benefit other schemes being appraised locally. SCR has identified a potential cost of up to £1m to update the appraisal tools and associated data. SCR is required to meet the remainder of the costs associated with updating the data tools. Approval for the actual costs associated with meeting this need will be presented to a future meeting of the CA following review under the SCR assurance process.

SCR is currently working with local authority leads to collectively prepare the bids in accordance with DfT's bid template, ensuring consistency and alignment where appropriate.

Delegated approval will be sought from the CA and LEP chairs before submission. The submission deadline is 21 July 2016. Working drafts of the bids will be circulated to the TEB.

SCR INFRASTRUCTURE EXECUTIVE BOARD

3rd JUNE 2016

AMP, WAVERLEY, ROTHERHAM

No.	Item	Action
1	<p><u>Welcome and Apologies</u></p> <p>Present:</p> <p><u>Board Members</u> Mayor Ros Jones - Doncaster MBC, CHAIR Martin McKervey - Nabarro / LEP Cllr John Burrows, Chesterfield BC John Mothersole, Sheffield CC</p> <p>Apologies were received from Board Members Neil Taylor, Bassetlaw DC and Chris Scholey – Doncaster Bassetlaw NHS Foundation Trust / LEP</p> <p><u>Also in Attendance</u> Matthew Southgate, CBC Neil Firth, DMBC Rob Pearson, HCA Ed Highfield, SCC Simon Ogden, SCC (for item 4b) Mark Lynam, BMBC Neal Byers - ARUP / SCR Executive Team Julie Hurley, SCR Executive Team Dave Allatt - SCR Executive Team Veena Prajapati - SCR Executive Team Adrian Withill - RMBC Craig Tyler - Joint Authorities Governance Unit</p>	
2	<p><u>Declarations of Interest</u></p> <p>None noted</p>	
3	<p><u>Urgent Items / Announcements</u></p> <p>None received</p>	
4	<p><u>SCRIF Business Cases</u></p> <p>Peak Resorts and Junction 37 1a</p>	

Papers were presented providing recommendations by the SCR Appraisal Panel.

It was noted that the SCR Appraisal Panel has reviewed Business case applications for two schemes and the technical recommendations are now presented for consideration for Peak Resorts and M1 Junction 37 Economic Growth Corridor.

Regarding the Park resorts scheme, it was noted the scheme promoter has provided information in support of the scheme, as requested at the last meeting, and has accepted all clawback conditions.

RESOLVED, that the Board Members:

- 1. Approve progression of Peak Resorts to Full Approval and Award of Contract at a cost £2.85M to SCR CA subject to the conditions set out in the Project Approval Summary Table (attached at Appendix 1 to the report) and endorse the escalation of this recommendation to the SCR CA (as considered at the previous CA meeting).**
- 2. Approve progression of M1 Junction 37 Economic Growth Corridor to Stage 1B Full Business Case.**

Sheffield City Centre Scheme

Members were reminded that at the last IEB meeting, the request to fund the £175k loss of ERDF funding was declined and it was agreed this should be borne by the scheme promoter. Members also requested a presentation to explain how the scheme has evolved against its original submission.

A paper and presentation were therefore received setting out the proposed changes. It was noted tis includes a greater focus on the Riverside Business District element and is a direct response to changes in the current market. It was confirmed the changes have no effect on the existing SCRIF allocation and will help to raise the profile of the scheme regionally and nationally.

It was confirmed the GVA assumptions are not predicated on the development of a city centre HS2 station location.

Members welcomed the suggestion that schemes should evolve to meet the requirements of the market.

RESOLVED, that the Board:

- 1. Note and support the proposed scheme changes**

5	<p><u>SCRIF Quarter 4 Programme Update</u></p> <p>A paper was received setting out the high level findings from the Sheffield City Region Investment Fund (SCRIF) quarter 4 updates. It was noted these updates are based on a revised approach which provides a good overview of the programme.</p> <p>Members were advised there has been a considerable change from Q3 to Q4 and the final outturn position at year end was significantly under the 15/16 approved SCRIF budget (£8.9M), with a variance of £5.3m from the figures projected at Q3 which were returned in February 2016. The cumulative spend to the end of 16/17 has also reduced by £3m with increases in spend in the latter years of the programme.</p> <p>The report provided key updates on a project by project basis.</p> <p>It was noted SCR will continue to work with partners between cycles to maximize project delivery present recommendations of how to proceed and potential corrective action at the next meeting.</p> <p>Members commented favourably on the style and content of the report and suggested such reports are a good way of demonstrating the potential positives of devolution.</p> <p>It was agreed that slippage, whilst somewhat inevitable, needs to be appropriately managed.</p> <p>Members considered what actions the IEB could take to help assist scheme promoters experiencing delivery issues and were informed that the SCR Executive Team is likely to experience a shift towards the provision of such services to scheme promoters.</p> <p>It was agreed that peer review processes will be a good way of helping schemes recover from or avoid delivery issues.</p> <p>Consideration was given to how addition 'lessons learnt' could be shared between the Partners. It was noted a fuller lessons learnt report will be presented to the next meeting.</p> <p>Action: Mark to share more information regarding the M1 J36 scheme.</p> <p>RESOLVED, that the Board:</p> <p>1. Notes the contents of the report.</p>	
6	<p><u>Local Growth Fund 3 Process and Timescales</u></p>	

	<p>A paper was received setting out the LGF3 submission process, internal timescales and next steps.</p> <p>It was noted 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.</p> <p>The Board was invited to discuss and endorse the proposed approach to the Fund</p> <p>Members were reminded that a Devolution Deal ‘reward’ is the ability to submit a programme level bid, rather than a project level bid.</p> <p>RESOLVED, that the Board:</p> <ol style="list-style-type: none"> 1. 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. Endorse the proposed approach to the LGF 3 bid and discuss how best to utilise the Integrated Infrastructure Plan to show that the SCR has an evidenced based Plan on which to base its submission to Government. 3. Notes the internal timescales that have been set and agreed in order to meet the 21 July 2016 Government deadline. 	
7	<p><u>SCR’s Progress in Attracting Inward Investment</u></p> <p>As requested at the last IEB meeting, a paper was received setting out how infrastructure contributes to the attractiveness of SCR to inward investors and how the SCR Integrated Infrastructure Plan (SCR IIP) can support this and describe the role of the Inward Investment team and the progress Sheffield City Region (SCR) is making to attract Inward Investment</p> <p>The report also provided an update on Inward Investment performance in the SCR and other Northern regions</p> <p>The Board was asked to note how inward investment links with infrastructure in the SCR and the need for the IEB to maintain close liaison with the Inward Investment Team.</p> <p>The Board discussed the benefit of comparisons with other LEP areas nationally to determine relative inward investment performance.</p> <p>It was agreed that the matters presented in the paper should be</p>	

	<p>explored in more detail with the Inward Investment Team</p> <p>Action: Julie to convene a meeting for Inward Investment Team and IEB representatives</p> <p>Members noted support for Dave Smith’s plans to develop a more comprehensive SCR Marketing Strategy. Members also discussed the importance of ensuring the SCR has the right products to ‘sell’ to potential investors.</p> <p>It was suggested that links with inward investment might be strengthened by closer alignments between the transport, infrastructure and housing themes.</p> <p>Members acknowledged that the private sector might be best placed to act as a ‘critical friend’ to the SCR in helping it ensure its ‘products’ are fit for purpose.</p> <p>RESOLVED, that the Board:</p> <ol style="list-style-type: none"> 1. Notes the progress being made by the SCR Inward Investment team. 2. Notes how inward investment links with infrastructure in the SCR and the need for the IEB to maintain close liaison with the Inward Investment Team. 	
8	<p><u>DfT Large Local Majors</u></p> <p>Members were provided with a paper explaining the ‘large local majors’ process.</p> <p>It was noted that DfT has invited LEPs to bid into a £475m Large Local Major Schemes fund, which forms part of the Local Growth Fund and was announced in the 2016 Budget. For the SCR LEP area, the minimum scheme size is £75 million.</p> <p>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’.</p> <p>It was noted SCR has been working in partnership with local partners to consider potential bids. A call for schemes was issued to local partners and expressions of interest received.</p> <p>It was noted the deadline for bids is the 21 July 2016. SCR will present the proposed draft bids to the June CA and LEP meeting.</p> <p>Members were informed that DfT is expecting to receive no more than one or two bids from a single LEP, however, it has been agreed to submit expressions for 3 bids:</p> <ul style="list-style-type: none"> • Supertram Replacement • AMID / LDV 	

	<ul style="list-style-type: none"> • Pan Northern Connectivity - Trans-Pennine Through Routes <p>Further information was provided in respect of these schemes.</p> <p>It was noted that a 4th suggestion (Doncaster Mass Transit) has been discounted on the grounds it doesn't meet the funders' bidding eligibility criteria.</p> <p>Members requested that the Supertram Replacement EoI be given an alternate title e.g. 21st Century Mass Transit Project, and incorporate some of the sentiments contained in the Doncaster Mass Transit scheme.</p> <p>Action: Julie / Dave to address</p> <p>RESOLVED, that the Board:</p> <ol style="list-style-type: none"> 1. Notes the details of the competition and next steps. 2. Endorses the submission of 3 expressions of interest 3. Requests the Supertram Replacement scheme be retitled and revised (as above) 	
9	<p><u>IEB Minutes</u></p> <p>The minutes of the previous meeting held on 22nd April were agreed to be an accurate record of the meeting.</p> <p>Members revisited past discussions around the suitability of FLUTE for scheme assessments. It was suggested that FLUTE should be regarded as an 'informing tool' rather than a 'decision making tool'.</p>	
10	<p><u>Agree Items for CA</u></p> <p>It was noted that intended DfT Large Local Majors bid and SCRIF Business Case decisions will be reported to the CA for endorsement.</p>	
13	<p><u>Date of the Next Meeting</u></p> <p>15th July – Broad Street West, Sheffield, 10.00am</p>	

SHEFFIELD CITY REGION COMBINED AUTHORITY

TRANSPORT COMMITTEE

4 JULY 2016

PRESENT: Councillor G Lindars-Hammond (Chair)
Councillors: , I Auckland, V Cusworth, D Leech, D Lelliott,
R Miller, J Monks and B Mordue

Officers: S Edwards, A Linton, M McCarthy, K Platts, C Tyler,
I Wilson and A Withill

Apologies for absence were received from Councillors
J Blackham, S Cox, T Gilby, M Gordon, M Iqbal, D Pidwell and
A Syrett

1 APPOINTMENT OF VICE CHAIR

Nominations were sought for the position of Vice Chair of the Committee.

It was noted that historically the Vice Chair position has been taken by the lead Sheffield CC Member. In his absence, Members therefore proposed that Cllr Mazher Iqbal be appointed.

It was requested that officers inform Cllr Iqbal of the Committee's decision as soon as possible to ensure this is accepted.

RESOLVED, that Cllr Iqbal be appointed Vice Chair of the SCR CA Transport Committee.

2 APOLOGIES

Members' apologies were noted as above.

3 ANNOUNCEMENTS

S Edwards informed Members of an incident at Rotherham Interchange on Sunday 15th May whereby a fire was started in a bus arriving at the Interchange at about 10.40pm. It was noted there were no injuries reported to any members of the public. One member of staff was taken to hospital suffering from smoke inhalation. It was reported the fire caused fairly substantial damage to the interior of the Interchange and work is still underway to assess the extent. The Interchange was partly open by

the next day and fully opened by the end of the week. It was noted that work is ongoing with RMBC colleagues to determine the effects of the fire in tandem with ongoing considerations regarding the structural viability of the Interchange car park which is currently closed on safety grounds.

Members were informed that the £2.5m bid for Sustainable Travel Transition Year funding was successful. This will fund the continuation of a number of Local Sustainable Travel Fund (LSTF) projects. It was noted bids for the successor to LSTF (the Access Fund) will need to be submitted later this year.

It was noted that the 10p child bus fare increase (as included in the budget for 2016/17) will come into effect from 18th September with fares going from 70p to 80p with the exception of Barnsley where the MiCard child concessions will remain at 60p. It was noted that multi-fare, value for money tickets are available and offer significant discounts to the single fare option. A marketing campaign will be undertaken to encourage the further take up of these tickets.

Members were informed that a number of previously funded services to schools will be ending at the end of the school year. These are Sheffield services 788, 789 and 791 to All Saints, 798 and 799 to Notre Dame and St Mary's Primary School, in Barnsley service 456 to Outwood Academy, 484 to Darton College and 434 to Holy Trinity School, and in Doncaster services 496 to St Peter's School and 586 to McCauley High School. It was noted these changes are due to increased funding pressures and all the services are non-mandatory.

It was noted there will be some bus timetable changes implemented in September (as part of the 3XY arrangements with operators. All changes will be communicated by the usual means.

Regarding Bus Partnerships, it was noted that consultation continues to 31st July on the proposed Barnsley Bus Partnership. 302 responses have been received to-date and further publicity events are being arranged. It was noted that changes would be introduced from January 2017. The new network introduced by the Doncaster Bus Partnership was reported to be settling in well with few comments received. In Rotherham, the network review is planned for the 1st quarter of 2017 and changes will be introduced the following September.

It was noted the 16-18 pass issuing procedure is being amended to make the process easier for the PTE and service users. Much of the work will be automated, including the renewal process, and a number of pilots with schools are underway.

It was noted the Bus Rapid Transit (North) scheme is due to go into live operation on 5th September and will improve bus connectivity in the vicinity of the M1.

It was noted that 2 Freedom of Information requests have been received in relation to SuperTram track layout and subsidised services 23, 23a and 24. Both have been responded to.

Regarding the Rotherham Bus Interchange fire, A Withill (RMBC Interim Manager - Highways and Transportation Team) informed members that a recent inspection had determined that 16 cross beams have been badly affected and the structural

integrity of the car park is in question. Partners are considering redevelopment options. It was confirmed the Interchange is not unsafe in its current state. It was noted a 'plan B' is in place for the temporary relocation of interchange services if required. S Edwards confirmed the fire damage is covered by insurance and the PTE are working with the loss adjustors to address this matter.

4 URGENT ITEMS

None.

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

None.

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

None.

7 REPORTS FROM AND QUESTIONS BY MEMBERS

Cllr Auckland commented on impending consultation on plans for the Sheffield City Region Mayor and noting intentions the Mayor will have 'transport powers', requested a debate on this matter at a future Transport Committee meeting to consider the potential effects on the PTE's remit and other implications. S Edwards noted he is working closely with colleagues in the SCR Executive Team in respect of this matter and offered to bring back a report to a future meeting.

Cllr Leech asked when consideration will be given to filling the vacancies on the Passenger Transport Pension Fund Board. M McCarthy confirmed a report would be brought to the next meeting and officers will be canvassing members for nominations in advance.

RESOLVED:

1. That S Edwards will report on the implications for transport of the introduction of the SCR Mayor to a future meeting.
2. That M McCarthy will present a report on Passenger Transport Pension Fund Committee nominations to the next meeting.

8 RECEIPT OF PETITIONS AND PUBLIC QUESTIONS

Members were informed of the receipt of 2 petitions.

A 75 signature petition has been received in relation to the withdrawal of service 420 (Doncaster to Pontefract).

A 66 signature petition has been received in relation to the number 10 service using Markham Road in Doncaster, requesting this be rerouted.

9 MINUTES OF THE MEETING HELD ON 11TH APRIL

RESOLVED, that the minutes of the meeting of the Committee held on 11th April are agreed to be an accurate record.

10 CENTRALLY MANAGED TRANSPORT PROGRAMMES 2015/16 QUARTER 4 DELIVERY

A report was received to provide Members with project delivery details of the three centrally managed transport programmes in 2015-16; Local Sustainable Transport Fund (LSTF), Sustainable Transport Exemplar Programme (STEP) and LTP Integrated Transport Block (ITB), and to introduce the revised programme reporting format.

It was reported that 100% of the Local Sustainable Transport Fund (LSTF) allocation has been claimed from DfT, continuing South Yorkshire's record of delivering fully against successful bid submissions.

Likewise, 100% of the Sustainable Transport Exemplar Programme (STEP) allocation was spent comparing favourably with other thematic boards within the Local Growth Fund.

It was further noted that 99% of the LTP Integrated Transport Block (ITB) allocation has been successfully claimed, including previous years' carried forward underspend. Members were asked to note that whilst this is a positive performance it has resulted in less funding being available and the 2016-17 programme having to be reduced accordingly.

In addition to the report, A Withill noted officers are currently determining the SCR's submission to the DfT's Major Majors Fund for schemes costing more than £75m. Bids for 3 schemes (Advanced Manufacturing Innovation District, SCR Mass Transport and TransPennine Connectivity links) are in development.

RESOLVED, that Members note the details of the successfully delivered programmes.

11 FINANCIAL MONITORING REPORT FOR 12 MONTHS ENDING 31 MARCH 2016

A report was received to provide Members with a summary of the financial outturn against approved budget for the 12 months ending 31 March 2016.

It was noted the revenue budget outturn for the 12 months to 31 March 2016 is £68.7m against a budget of £71.3m. £2.1m of the £2.6m variance is in respect of the reduction in costs for concessionary patronage.

Members were informed a total of £6.1m has been earmarked to support ongoing activity in SYPTE during 2016/17. £3m will be used to support Rotherham car park refurbishment and £1m to support the loss of Tates from the bus network.

Cllr Miller questioned whether the £3m allocated to Rotherham Interchange car park refurbishment was either enough or still needed, noting this was must be

dependent on what remedial works are decided for the interchange. It was agreed this matter is now somewhat compounded and a revised funding requirement will be determined in due course.

It was noted that in the interests of improving in-year forecasting and budget setting, a new joint monitoring and forecasting model has been developed by Finance and the Supported Bus Contract and Procurement Team.

RESOLVED, that the Transport Committee:

1. Notes the outturn position for the 12 months ended 31 March 2016
2. Notes the creation of more sophisticated models to support the robustness of future financial forecasting.

12 SHEFFIELD BUS PARTNERSHIP - NOVEMBER 2015 SERVICE CHANGES - LESSONS LEARNED

The Chair invited Mr Andrew Barclay to address the Committee in relation to matters initially discussed at the February Sheffield Bus Partnership public meeting. Mr Barclay commented on continuing concerns that the issues raised in February haven't been given appropriate attention, particularly in relation to the lack of services that now service the rail station.

Mr Barclay also requested an update regarding the tram-train pilot and urged members to learn from the mistakes of the Sheffield network changes ahead of making similar changes in other districts, noting that the imposition of January changes can deliver chaos if the weather is bad.

The Chair thanked Mr Barclay for his attendance and instructed officers to respond in writing to the points made.

A report was then presented in response to a request from Transport Committee meeting held on 23 November 2015, which asked that a report be brought back on lessons learned regarding the significant decline in bus service performance following implementation of a major network change in Sheffield on 02 November 2015.

The report acknowledged that bus service performance in Sheffield fell significantly during the 8 week period following implementation of major service changes on 02 November 2015, and manifested in a spike in customer complaints regarding punctuality, reliability and capacity.

Members were informed that root cause analysis has identified contributory factors to be driver route familiarisation, timetable and driver scheduling, major roadworks and congestion and a lack of operational reserves.

It was noted that corrective action has now been applied to bring performance above pre-change levels i.e. punctuality has risen to 88.1% (pre change – 84.6%).

It was noted the Partnership continues work to improve quality and performance of services for Sheffield, and to rebuild confidence in the network (see agenda item 13).

Members discussed and acknowledged there is no ideal time to introduce network changes and efforts by all Partnership Partners should be maintained to minimise disruption where possible.

RESOLVED, that the Transport Committee:

1. Notes the reasons identified for poor performance.
2. Notes the actions taken to recover and improve performance.

13 BUS PARTNERSHIP PERFORMANCE UPDATE

A report was received to provide information regarding the performance of the Rotherham and Sheffield Bus Partnerships, and plans in place to ensure continued success.

Using data to the end of April 2016, it was noted that in respect of the Rotherham Bus Partnership, journeys are 2.6% above target, punctuality is 2.6% below target and reliability is 0.2% below target

For the Sheffield Bus Partnership, journeys are 2.2% above target, punctuality is 0.6% above target and reliability is 0.3% above target

Members were asked to note the key actions planned for 2016/17. These include enhanced engagement between the Partnerships and local authority Highways Management Teams to provide greater potential during planning to reduce impacts on bus service, the development of an autumn performance plan, to help improve performance particularly in November and December when the network is most affected by highways congestion, the review of bus lane effectiveness, particularly at peak times, the review of bus timetable information, to ensure that it is clear and promotes services and increased marketing campaign activity to target lapsed and none bus users.

RESOLVED: that the Transport Committee notes the performance and planned actions.

14 REPORT ON PROGRESS OF THE TRANSPORT STRATEGY

A report was received to update the Transport Committee on the progress of the Transport Strategy in 2015/16 and overall since its launch in 2011. The report contained the latest data available as at April 2016.

It was noted this is the six-monthly Transport Strategy Progress Report which for the purpose of this report focuses on the key achievements and outcomes and will be the last report in the current format, to be replaced with a revised edition, to be produced by the SCR Executive Team, from 2016/17.

Regarding performance overall, it was noted that significant progress continues to be made in eighteen (69%) of the twenty six policy areas, particularly in supporting the economy through highways and rail activity; in social inclusion; and reducing emissions. Five policy areas are less advanced as they cover longer-term ambitions – including the promotion of efficient and sustainable means of freight transportation, and to support generation of energy from renewable sources – or have not yet fully matured and three of the policy areas are excluded as they are reported through the Safer Roads Partnership.

The report also commented on a number of recent highlight achievements.

Regarding the introduction of Smart Motorways, Cllr Miller requested more information on whether there have been any more accidents as a consequence of hard shoulder running. S Edwards offered to circulate more information on this matter.

RESOLVED, that the Transport Committee notes the key achievements and outcomes against the twenty six policy areas.

15 BUS SERVICES BILL

A report was received to brief the Members on the high level provisions of the Bus Services Bill that was introduced into the House of Lords in late May.

It was noted that following its introduction to the House of Lords on 20th May 2016, it is hoped it will be on the statute books as legislation by early 2017 in order that the Act and the required Regulations are all in place for the election of CA Mayors in May 2017.

Members were advised the Bill is split into 5 substantive sections:

1. Advanced Quality Partnership Schemes- the existing legislation is amended to increase the opportunities to utilise the power;
2. Franchising- a new franchising regime is introduced for Mayoral Combined Authorities (and other authorities authorised by the Secretary of State); allowing a route to franchising;
3. Advanced Ticketing Schemes- amendments to the existing ticketing scheme powers of LTA's updated to capture new technology (smart ticketing);
4. Enhanced Partnership Schemes- the introduction of new partnership arrangements powers to add to Quality Partnership schemes and Voluntary Partnership arrangements;
5. Open data provisions- provisions requiring operators to make data available on fares, punctuality etc.

It was noted that the implications of the legislation and the opportunities it offers are being considered by the SCR/PTE working in collaboration with the Urban Transport Group ("UTG"(Formally PTEG)).

It was suggested the Bill provisions are generally welcomed for delivery of bus strategies.

RESOLVED, that Members note the contents of the briefing note and the ongoing work to seek amendments to the Bill to further improve the legislation in terms of making the franchising and other provisions more useable.

CHAIR