

**SCR TRANSPORT EXECUTIVE BOARD**

**17<sup>th</sup> NOVEMBER 2016**

**SHEFFIELD TOWN HALL**

<b>No.</b>	<b>Item</b>	<b>Action</b>
1	<p><b><u>Welcome and Apologies</u></b></p> <p>Present:</p> <p><u>Board Members</u>            Cllr John Burrows, CBC - CHAIR            Diana Terris, BMBC            Neil Taylor, BaDC            Martin McKervey, Nabarro / LEP            Simon Carr, Henry Boot / LEP</p> <p><u>In Attendance / Advisory Members</u>            Tom Finnegan-Smith, SCC            Steve Edwards, SYPTE            Damien Wilson, RMBC            Matt Gladstone, BMBC            Neil Firth, DMBC            Mark Lynam, SCR Exec Team            Suzannah Rockett, SCR Exec Team            Chloe Shepherd, SCR Exec Team            Katie Jackson, SCC / SCR Exec Team            Craig Tyler, Joint Authorities Governance Unit</p> <p>Apologies were received from Board Member Cllr Julie Dore (SCC) + Peter Dale (DMBC), Simon Green (SCC) and Mike Ashworth (DCC)</p>	
2	<p><b><u>Minutes of the Previous Meeting</u></b></p> <p>The minutes of the previous meeting held on 6<sup>th</sup> October were agreed to be an accurate record.</p> <p>It was reported that no response has been received from Chris Grayling MP (Secretary of State for Transport) regarding the letter sent by Cllr Dore expressing the Board's opinions on HS2.</p>	

3	<p><b><u>Declarations of Interest</u></b></p> <p>No declarations noted.</p>	
4	<p><b><u>Urgent Items / Announcements</u></b></p> <p>None requested.</p>	
5	<p><b><u>Northern Powerhouse Rail Sequence 2 Work</u></b></p> <p>The Board was provided with an update on TfN’s Northern Powerhouse Rail (NPR) developments. It was noted this workstream feeds into TfN’s wider Strategic Transport Plan which has a primary ambition to join up places to support growth as part of the rebalancing of the UK economy.</p> <p>It was noted that the NPR ambition is based around improving connections between 6 core cities (Liverpool, Manchester, Sheffield, Leeds, Newcastle and Hull) and also Manchester Airport, with frequency and trains per hour outputs. It was noted this will require new lines to be built and the latest phase of NPR preparatory activity (sequence 2) has therefore been concerned with engineering feasibility studies (sequence 1 considered current constraints and the role of HS2).</p> <p>It was noted that sequence 2 has concluded that outputs are feasible, albeit expensive and has identified a range of options for each intercity corridor.</p> <p>It was noted the next steps (sequences 2.5 and 3) will look at HS2 interfaces and relationships with other significant economic centres, and the further development of the corridor options identified during sequence 2.</p> <p><b>Action: ALL to send any further questions to Suzannah</b></p> <p>Consideration was given to whether the NPH work is the vehicle for realising the HS2 loop north of Sheffield. It was noted this is under technical consideration by TfN and HS2 Ltd. It was also noted that Sir David Higgins has previously provided his opinion that HS2 needs to be better integrated with the NPH ambition and similar sentiments have been expressed by SCR’s representatives at TfN Partnership Board meetings. It was noted NPH leads are visiting the SCR on 23<sup>rd</sup> November and this may afford a good opportunity to raise the loop again.</p> <p>Regarding likely funding sources it was reassuringly noted the loop is catered for in the HS2 Command Paper and will be included in the Hybrid Bill.</p>	<p><b>ALL</b></p>

Consideration was given to the SCR's ambition for a HS2 parkway station and concerns caused by the government's lack of firm commitment for this were noted. Feedback from the HS2 Programme Board has noted the only commitment is to undertake feasibility studies in March/April next year. However, it was noted this is after the next HS2 consultation phase and therefore makes it difficult for evidence based comments to be incorporated into responses. It was noted Mark Lynam will be contacting HS2 representatives next week to see if the feasibility study works can be accelerated.

### HS2 Update

It was noted the SCR has access to a tranche of local growth strategy funding to look at interconnections between districts in more detail.

The Board suggested we need better engagements with Leeds City Region on HS2 to enable stronger, joint representations to be made.

Consideration was given to whether 'we' have the right skills sets and adequate resources to fully engage on HS2 matters (noting the additional resources other regions are investing in this area). It was acknowledged that we are perhaps light on resources and will need to address this matter.

It was noted HS2 update reports would be going to the next CA / LEP meetings and will highlight the need for additional resources.

It was noted work is about to start on the CA's request for a mitigation study on the HS2 route consultation. It was confirmed external support to assist with this work is being sourced.

### **Action: Mark to circulate the tender brief**

It was noted HS2 have requested a meeting with BMBC, DMBC and RMBC to look at interconnectivity with HS2. It was suggested it would be useful for the SCR Exec Team to also be represented at the meeting.

Consideration was given to what additional support the private sector can provide to support the SCR's HS2 ambitions. It was suggested our LEP private sector members might wish to consider contacting HS2 directly and develop additional relationships and also that a LEP Board submission in support of the parkway station would be a worthwhile undertaking.

**ML**

	<p><u>HS2 Programme Board Revised ToR</u></p> <p>A report was received asking the Board to approve the revised ToR for the SCR HS2 Programme Board (attached to the report), setting out the role and work programme of the Programme Board.</p> <p>It was noted the revised ToR set out the purpose and governance structure of the Board, and the relationship with task and finish groups to be set up to take forward specific tasks. They also set out the desired outcomes, roles and responsibilities and work programme for the SCR's work on HS2. The ToR also set out the frequency of meetings, methods of communication, principles of the group and suggested membership.</p> <p>It was agreed reference should be made the importance of PTE engagements in relation to connectivity work.</p> <p><b>Action: Mark to include</b></p> <p>Members discussed the complex requirements of having to avoid mission creep whilst ensuring the Programme Board is flexible enough to react to HS2 plans as they develop. It was agreed the Board may require additional resources going forward to ensure it can operate effectively.</p> <p>It was suggested that some of the role and remit of the Programme Board might overlap with other SCR non-HS2 rail ambitions and may necessitate the creation of a wider 'strategic rail connectivity' task and finish undertaking at some stage.</p>	ML
6	<p><u>Outcome of SCR IIP Launch at MIPIM UK and Next Steps</u></p> <p>A report was received to provide an update on the launch of the Sheffield City Region Integrated Infrastructure Plan (SCR IIP) at MIPIM UK in October 2016.</p> <p>It was reported the SCR IIP was welcomed by prospective investors and developers who generally found it to be an attractive proposition. Key questions were raised by delegates and this feedback (+ lessons learnt from SCRIF to date) will inform the work to be undertaken by the SCR Executive Team to support the next stage of the plan's development ahead of presentations to other international events such as MIPIM France in March 2017.</p>	

It was noted that consideration still needs to be given to issues such as the funding mechanism and commissioning framework / process to enable prospective investors to support the development of schemes as part of the SCR IIP and a presentation was therefore provided in relation to the suggested 'next steps' required to work the SCR IIP up into what need to be genuinely investable propositions. It was suggested these will be based around the 8 existing strategic network infrastructure themes, focussing on the SCR's 'big ticket' opportunities.

The Board was introduced to the proposed 'commissioning plus' model for getting schemes to fruition, whereby schemes will still be subject to the rigours of commissioning and the Assurance Framework, but will be worked up in a more collaboratively and less competitive manner to ensure schemes are in the best possible shape ahead of presentation to the Appraisal Panel.

It was suggested this process will require the assistance of a 'fund broker' at some stage to ensure the investable propositions meet the expectations of the commercial market.

It was noted that a more detailed paper on the commissioning plus model and further details of each investable proposition will go to the January IEB meeting (to be taken through a preceding Infrastructure Delivery Group meeting in December).

It was noted that the SCR IIP may also be able to attract other sources of investment e.g. pension funds.

**RESOLVED, that the Board:**

- 1. Notes the feedback from prospective investors and developers following the 'soft' launch of the Integrated Infrastructure Plan at MIPIM UK.**
- 2. Endorses the development approaches for the plan as detailed in the report and presentation.**
- 3. Notes the recommendation for the IEB to work with the SCR Executive Team and other partners to actively support and shape the detailed next stage of the SCR IIP's development, including issues such as the funding mechanism and commissioning framework for the development of schemes as part of the plan.**

	<p>The Board was advised to expect a report to the next meeting to set out how the refresh of the Transport Strategy will be undertaken.</p> <p>It was acknowledged this will be a complex undertaking as the Transport Strategy needs to fit within the interlinked pantheon of SCR strategies (SEP led) which have various allusions to transport strategy. There is therefore a need to avoid duplication or contradiction.</p> <p>It was noted that external assistance is likely to be required to undertake the refresh and that the LTP Strategic Transport Group will be pivotal in helping steer the work as it progresses.</p> <p><b>RESOLVED, that the Board notes intentions to undertake the refresh of the SCR Transport Strategy</b></p>	
8	<p><b><u>East Midlands Rail Franchise and Midland Mainline Update</u></b></p> <p>A report was received to provide an update on East Midlands Franchise and Midland Mainline issues.</p> <p>It was suggested that as the Midland Mainline is the key rail link between the western part of the City Region, including Sheffield, and London via the East Midlands, it is vital for the City Region’s economy and connectivity.</p> <p>It was noted that a number of upgrades to the line are planned to improve journey times and quality, including electrification, but there has been some concern recently that some of these upgrades may be further delayed and it is therefore considered important that the SCR actively engages with the Department for Transport and Network Rail, as well as the franchise operator, to ensure the necessary improvements to this key rail line are implemented in a timely fashion.</p> <p>The Board acknowledged the concerns with the delays to the electrification programme.</p> <p>The Board was asked to note that in March 2015, an indicative commitment for SCR to contribute £5m to the Market Harborough line speed improvement scheme was made by the CA (linked to the receipt of STEP funding). It was suggested that the SCR should adopt a strong position that any such contribution is conditional on electrification coming to fruition.</p> <p><b>RESOLVED: that the Board:</b></p>	

	<p><b>1. Agrees that the SCR Executive Team should continue to engage with the relevant bodies to promote improvements to the Midland Mainline.</b></p> <p><b>2. Agree to receive a further report on the SCR response to the East Midlands Franchise consultation in the new year.</b></p> <p><b>3. Notes the indicative commitment of SCR to contribute £5m to the Market Harborough line speed improvement scheme and the further work being undertaken to present the scheme for future decision making by the SCR CA/LEP asserts that any such award should be conditional to the realisation of electrification.</b></p>	
9.1	<p><b><u>Feedback from the HS2 Programme Board on 26<sup>th</sup> October 2016</u></b></p> <p>Matters were addressed under agenda item 5</p>	
9.2	<p><b><u>HS2 Programme Board Terms of Reference (ToR)</u></b></p> <p>Matters were addressed under agenda item 5</p>	
10	<p><b><u>SCR Meeting with TfN Update</u></b></p> <p>It was noted that work is underway to review all engagements with TfN and consider what additional linkages are required to ensure the best interests of the SCR are being represented at every level.</p> <p>It was noted STG will help co-ordinate this work in recognition that the Exec Team can't do everything.</p>	
11	<p><b><u>DfT Modelling Consultation</u></b></p> <p>It was noted DfT have launched a consultation exercise to look at whether WebTag's (DfT's primary scheme assessment model) capability to take appropriate account of the wider economic impacts of transport schemes (costing £5m+) could be improved.</p> <p>It was noted Mark (assisted by Dave Andrews) will be circulating a draft response to the consultation for comment shortly.</p> <p>It was noted that any changes to WebTag will be taken account of in future revisions to the Assurance Framework.</p>	
12	<p><b><u>Forward Plan</u></b></p>	

	<p>The Board was asked to consider the restructuring of future agendas to afford more quality time in consideration of fewer, more significant matters.</p> <p>It was noted that a dashboard performance report will also be presented to each meeting to provide more general update information, and from which matters requiring the Board's attention may be identified and addressed by exception.</p> <p>This approach was supported by the Board.</p>	
13	<p><b><u>Any Other Business</u></b></p> <p>No further matters requested.</p>	
9	<p><b><u>Date of Next Meeting</u></b></p> <p>12<sup>th</sup> January 2017, 2.00pm at Sheffield Town Hall</p>	