

**SCR TRANSPORT EXECUTIVE BOARD**

**6<sup>th</sup> APRIL 2017**

**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 Julie Dore (SCC) - CHAIR Martin McKervey (Nabarro / LEP)</p> <p><u>In Attendance / Advisory Members</u> Paul Woodcock (RMBC) Matt Gladstone (BMBC) Peter Dale (DMBC) Tom Finnegan-Smith (SCC) Steve Edwards (SYPTTE) Mark Lynam (SCR Exec Team) Mel Dei Rossi (SCR Exec Team) – for item 1 Phil White (ARUP) – for item 6 John O Grady (Northern Rail) – for item 7 Craig Tyler (Joint Authorities Governance Unit)</p> <p>Apologies were received from Board Members Cllr John Burrows (CBC), Diana Terris (BMBC), Neil Taylor (BaDC) and Simon Carr (Henry Boot / LEP) + Damien Wilson (RMBC), Katie Jackson (SCC / SCR Exec Team) 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 23<sup>rd</sup> February were agreed to be an accurate record.</p> <p>The following matter was noted as arising:</p> <p>7. <u>Modelling Tools</u> In response to questions raised at previous meetings, the Board was informed that the principles of modelling, including usage proportionality are contained within the revised SCR</p>	

	<p>Single Pot Assurance framework (SAF). It was noted the SAF confirms that where a scheme comes forward, early engagement with scheme promoters will be undertaken to determine agreement on what appraisal / modelling will be required to ensure the scheme meets the requirements of the assurance process and also avoid any unnecessary or abortive modelling work being undertaken.</p> <p>It was noted the SAF captures all DCLG pre-requisites for a scheme to progress and DfT's requirement for proportional WebTag compliance.</p> <p>It was noted that are mandated minimum requirements for all transport schemes with a cost to the public purse in excess of £5m to use WebTag compliant model.</p> <p>It was confirmed that procurement of consultancy support to build the model went through a full OJEU process.</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>HS2 Update</u></b></p> <p>A report was received to provide an update on recent work in relation to HS2 matters and report on the current position of the project at a national and regional level.</p> <p>The report also summarised the contents of the SCR's HS2 Phase 2b Route Refinement Consultation response (to be submitted but caveated to note this remains under review until the final preferred route has been announced) and updated TEB on the other HS2 work streams, including the Growth Strategy, Benefits Realisation, Mitigation Study, Parkway and Connectivity Study. It also provided an update on timescales and governance.</p> <p>Regarding Parkway station locations, it was noted the short list has been shorted to 4 potential sites. This will be reduced by HS2 Ltd to 2 potential sites in due course.</p> <p>The Board acknowledged the SCR's commitment to realising a Parkway station in the region and reasons why a collective position on a preferred location can't be determined until the route has been finalised. It was noted officers are working with</p>	

	<p>HS2 Ltd to ensure the evidence base used to inform the final decision is appropriately robust.</p> <p>It was noted the HS2 Programme Board will continue to meet monthly during the year to oversee the various HS2 work streams and receive updates from HS2 Ltd. This Board will continue to report to TEB on matters of strategic significance. In addition, a Growth Strategy Task and Finish Group has been established to oversee the work of the Growth Strategy.</p> <p>It was noted that once the Secretary of State has announced the final route (expected July 2017) there will be the need to review governance structures to ensure the SCR remains best placed to secure the maximum benefits from HS2.</p> <p><b>RESOLVED, that the Board</b></p> <ol style="list-style-type: none"> <li><b>1. Notes the continuation of the HS2 work programme as set out in the report</b></li> <li><b>2. Notes the requirement to revise governance arrangements once the final route is announced</b></li> <li><b>3. Agrees the need to ‘get behind’ HS2’s preferred parkway station location.</b></li> </ol>	
6	<p><b><u>Transport Strategy Progress Update</u></b></p> <p>The Board was provided with an update on work underway to refresh the Transport Strategy and draft the accompanying Prospectus.</p> <p>Members were reminded of the main aims and ambitions of the work, also the requirement to align this to the refreshing of the SCR SEP and accord with / inform TfN’s forthcoming Strategic Transport Plan.</p> <p>It was reiterated the Transport Strategy will be ‘owned’ by TEB (or its Transport Delivery Board descendant (TDB)).</p> <p>Regarding timelines, it was noted public consultation is still scheduled for August – October and the final strategy will be published by the end of 2017.</p> <p>Further information was provided in respect of what main themes / headline schemes will be addressed under the 3 distinct layers of the strategy (national (HS2, ECML, MML, HE), pan-northern(NPH, TfN) and SCR)</p>	

	<p>It was suggested the Prospectus needs to reference ambitions for a realignment of the ECML (linked to DSA rail station ambitions)</p> <p><b>Action: Mark / Phil to look at reference to ECML realignment ambition</b></p> <p>Regarding the pan-northern section, it was suggested a means is required to highlight the importance of the Sheffield-Leeds corridor</p> <p><b>Action: Mark / Phil to consider an appropriate means of diagrammatically referencing the Sheffield-Leeds corridor in the pan-northern section of the Prospectus.</b></p> <p>Headline SCR matters under consideration were noted as; the top 20 delay corridors, Aero Centre surface access, AMID access, Mass transit enhancements, strategic road connectivity, smart mobility, bus networks and sustainable transport.</p> <p>It was noted the next stage of the development of the Strategy and Prospectus will start to look at the ‘detail’ And develop closer links between headlines schemes / themes and SCR policies and ambitions. This will develop the ‘this is what we want and why we want it’ narrative on which negotiations with pan-regional and national partner agencies will be based.</p> <p>It was agreed this narrative will need to reference the intrinsic relationship between transport and the economy.</p> <p>It was suggested the Strategy and Prospectus need to be mindful of who the intended audience is, and drafted accordingly.</p> <p>It was suggested that whilst the intended timelines appear achievable, we can’t lose sight of TfN’s STP development timelines and be ready to respond / input when required</p>	<p><b>ML / PWh</b></p> <p><b>ML / PWh</b></p>
7	<p><b><u>Northern Rail Plans for Modernisation</u></b></p> <p>The Board welcomed John O’Grady from Northern Rail who delivered a presentation on a number of matters of pertinent interest to the Sheffield City Region.</p>	
8	<p><b><u>Update on Transport for the North – Strategic Transport Plan</u></b></p> <p>A report was received to provide the Board with a progress update on the recent development of the pan-Northern</p>	

Transport Strategy by Transport for the North and its partners and the proposed next steps in developing an agreed suite of interventions that will support pan-Northern economic growth.

It was noted TfN have produced an initial draft report of the road element of the STP, the Major Roads Report (agreed by their Partnership Board on 17th March 2017) that forms the basis of initial partner consultation and an initial draft of the rail element, the Integrated Rail Report will follow shortly. However, it was noted these reports do not describe detailed schemes but form the basis of future discussions up to Autumn 2017 around prioritisation and sequencing.

Members were advised the reports have been developed in conjunction with the full range of TfN partners, including Highways England, Network Rail, as well as review and comment being invited from SCR's constituent Local Authority partners.

The report provided key milestone dates to July 2018.

The Board was advised that TfN's Statutory Transport Body status was confirmed in principle by DfT on 17<sup>th</sup> March (including expressed support for TfN's desire for the ownership of Rail North to be transferred once it achieves full statutory status). Consultation with constituent authorities will now take place ahead of September 2017 by when TfN will collect all Constituent Authority consents/approvals before submitting a final response to Secretary of State

The report noted the establishment of TfN becoming England's first Sub-national Transport Body will allow TfN to 'speak with one voice' on behalf of the North on transport, ensure the North's priorities are clearly understood by Government, help to add almost £97bn and 850,000 jobs to the economy by 2050 (Northern Powerhouse Independent Economic review), identify the best ways to improve pan-Northern transport connectivity, making commuting across the North a better experience for passengers and transport users and deliver Smart Travel across the North, making it easier for people to get from A to B throughout the region.

The Board was also advised of a meeting held on 22<sup>nd</sup> March to map out options for the trans-Pennine axes that the West Yorkshire, South Yorkshire and Greater Manchester City Regions could jointly propose to TfN for inclusion in the upcoming Rail North sifting and prioritisation work. An explanation of the SCR's preferred option (the horizontal 'Y') was provided.

	<p>It was agreed all relevant information needs to be captured in the refreshed Transport Strategy and Prospectus.</p> <p>It was noted some additional work is needed from TfN to look at the HS2 loop north of Sheffield and how this impacts on the rest of the local rail network.</p> <p>It was noted John Cridland is attending the next LEP Board meeting on 24<sup>th</sup> April and agreed this would be an ideal opportunity to raise any TfN related matters or concerns.</p> <p><b>Action: Mark / Suzannah to ensure members are appropriately briefed ahead of the LEP Board meeting on TfN matters.</b></p> <p>The Board noted and discussed additional scoping work being undertaken in respect of how other cities accord with TfN's STP plans and agreed the SCR needs to be appropriately capable of lobbying strongly on matters of importance. It was confirmed the SCR Exec Team is currently looking into how we bolster the region's lobbying credentials. It was also noted there may be instances where collective lobbying with neighbouring City Regions would be appropriate.</p> <p>It was suggested it would be useful for David Brown (TfN CEX) to attend a TEB meeting and discuss matters of note informally is available.</p> <p><b>Action: Mark to invite David Brown to attend a future TEB meeting.</b></p> <p><b>RESOLVED, that the Board</b></p> <ol style="list-style-type: none"> <li><b>1. Notes progress to date</b></li> <li><b>2. Notes the options for TfN to develop as part of Sequence 3 in order to support the Northern Powerhouse Rail Conditional Outputs across the Pennines.</b></li> </ol>	<p><b>ML / SR</b></p> <p><b>ML</b></p>
<p><b>9</b></p>	<p><b><u>Business Plan Dashboard Update</u></b></p> <p>The Board was provided with the updated Progress Tracker. It was noted this template will be kept up to date and reports will be presented at all future TEB meetings.</p> <p>In addition, a more comprehensive report will be prepared annually with a view to ensuring the TEB is fully engaged in discussions about future priority workstreams.</p>	

	<b>RESOLVED, that the Board notes the contents of the Progress Tracker</b>	
<b>10</b>	<p><b><u>Any Other Business</u></b></p> <p>No further matters noted.</p>	
<b>11</b>	<p><b><u>Date of Next Meeting</u></b></p> <p>18<sup>th</sup> May, 2.00pm at Sheffield Town Hall (scheduled)</p> <p>Members were advised of the likelihood that the next round of Executive Board meetings would be replaced with cross-EB SEP refresh workshops.</p>	