

SCR TRANSPORT EXECUTIVE BOARD

30th NOVEMBER 2017

SHEFFIELD TOWN HALL

No.	Item	Action
1	<p><u>Welcome and Apologies</u></p> <p>Present:</p> <p><u>Board Members</u> Cllr Julie Dore (SCC) – CHAIR Martin McKervery (LEP) Diana Terris (BMBC)</p> <p><u>In Attendance / Advisory Members</u> Ian Ashmore (RMBC) Peter Dale (DMBC) Gill Heyworth (BMBC) Tom Finnegan-Smith (SCC) Ben Gilligan (SYPTTE) Mark Lynam (SCR Exec Team) David Budd (SCR Exec Team) Craig Tyler (Joint Authorities Governance Unit)</p> <p>Apologies were received from Board Members Cllr Tricia Gilby (CBC), Diana Terris (BMBC) and Neil Taylor (BaDC) + Damien Wilson (RMBC), Matt Gladstone (BMBC) and Steve Edwards (SYPTTE)</p>	
2	<p><u>Minutes of the Previous Meeting</u></p> <p>The minutes of the previous meeting held on 24th August were agreed to be an accurate record.</p>	
3	<p><u>Declarations of Interest</u></p> <p>None noted.</p>	
4	<p><u>Urgent Items / Announcements</u></p> <p>None requested.</p>	
5	<p><u>HS2 Update – Growth Strategy and Parkway Station</u></p>	

A verbal report was provided HS2 related matters.

It was noted work is continuing with relevant government agencies in respect of determining a preferred parkway station location. TfN and DfT have agreed to co-client a further study of the potential locations (acknowledging their marginal business cases) but there is frustration on the SCR's part regarding the lack of progress.

It was noted intentions are to ensure the merits of all potential station locations have been fully expressed through appropriately comprehensive business cases, thus ensuring the decision on the final preferred station location has been applicably well informed and still expected a preferred location will have been identified in time to inform the next HS2 Hybrid Bill.

The Board agreed that pan-partner agreement on a single preferred location would enable more proactive lobbying to be undertaken.

It was reported that similar frustrations have been experienced with government agencies' apparent lack of progress on work to consider the better co-ordination of service scheduling and capacity at Midland Station, which has resulted in Dave Smith writing to appropriate Director Generals to express the SCR's concerns.

It was reported work continues to develop the HS2 Growth Strategy, however it has been acknowledged this work is predicated on a number of strategic decisions i.e. parkway station location.

The HS2 Growth Strategy Board is due to meet next week and will be chaired by Owen Michaelson (new LEP Board member). This meeting will be used to commence work on a revised route map for getting the Growth Strategy to where it needs to be. It is envisaged the Strategy will be complete by Summer 2018 and noted DCLG and DFT have confirmed they are comfortable with that timetable.

The Board acknowledged there are various interdependencies hampering HS2 strategy development and agreed the LEP and CA members should be kept aware of all issues.

The Chair noted she would soon be writing to Paul Maynard MP and would use this opportunity to highlight the SCR's various rail related concerns.

	<p>It was noted some substantive announcement on HS2 are due to be made tomorrow.</p>	
<p>6</p>	<p><u>SCR Mass Transit – Strategic Outline Business Case (SOBC)</u></p> <p>A report was received to provide an update on progress on the Strategic Outline Business Case (SOBC) for the renewal of the Supertram network from 2024 and to seek endorsement (as a basis for future work and priorities in the Region), for its subsequent submission to the Department for Transport (DfT).</p> <p>It was noted the strategic need for work on the future of Supertram and its possible continuing operation was accepted by the SYPTTE Executive Board in May 2016 and endorsed by the Combined Authority in June 2016. This work enabled the Region to submit a successful bid to DfT’s Local Large Major Fund (LLMF) which provided a grant of £735,000 towards the cost of developing the Outline Business Case (OBC).</p> <p>It was noted the SOBC looks at 6 Options ranging from closure of the network to replacing the network with Bus Rapid Transit (BRT) or something similar. These were chosen to assess the differing impact of service, scale of network and reliability:</p> <ul style="list-style-type: none"> • Option 1 – Close the network in 2024 and make good. • Option 2 – Truncate the current network. Remaining network to have same level of service as now • Option 3 – Retain network but reduce level of service provided • Option 4 – Delay expenditure accepting increasing levels of unreliability • Option 5 – Renew System on a like for like basis around 2024 • Option 6 – Replace with BRT <p>It was noted the recommendation of the SOBC is that Options 1, 4, 5 and 6 be investigated in more detail and suggested that as Options 2 and 3 will deliver a significant disbenefit to the Region, they are unlikely to be eligible for funding from DfT.</p> <p>The Board discussed the need to ensure all supportive stakeholders can play an active role in lobbying for this and other major schemes.</p> <p>RESOLVED, that the Board notes progress on the SOBC, acknowledges the current options that have been evaluated and endorses submission of the SOBC to DfT.</p>	
<p>7</p>	<p><u>SCR Transport Strategy Refresh Consultation</u></p> <p>An update on the public consultation plans for the draft Sheffield City Region Transport Strategy was received.</p>	

	<p>It was noted the CA and LEP had endorsed the consultative draft version.</p> <p>The Board was advised that synergies will be drawn with the concurrent TFN STP consultation and also the SCC Transport Vision consultation. It was acknowledged the timings of these undertakings present opportunities as well as challenges.</p> <p>RESOLVED, that the Board:</p> <ol style="list-style-type: none"> 1. Notes the CA decision to undertake a 12-week statutory public consultation on the draft SCR Transport Strategy refresh. 2. Notes the change to the consultation timescales with a January 2018 commencement now planned to provide adequate time to prepare the necessary consultation materials. 3. Approves the draft consultation plan outlined in this report, and delegates the remaining detail to the SCR Transport Strategy working group, which is comprised of Local Authority partners. 	
8	<p><u>TfN Issues – NPR and Strategic Transport Plan</u></p> <p>It was noted that our current understandings regarding NPR and STP matters are likely to be superseded by the contents of the papers for the next TfN Partnership Board meeting which are due to be published shortly.</p>	
9	<p><u>Future Transport Executive Board Meetings</u></p> <p>The Board acknowledged and discussed plans to evolve the SCR Executive Board into SCR Delivery Board, with enhanced responsibilities and terms of reference.</p>	
10	<p><u>Any Other Business</u></p> <p>No further matters noted.</p>	
11	<p><u>Date of Next Meeting</u></p> <p>8th February, 2.00pm at Sheffield Town Hall</p>	