

## TRANSPORT EXECUTIVE BOARD

Date: 6<sup>th</sup> February 2018

Venue: Town Hall, Sheffield

Time: 10:00 – 12:00pm

**Sheffield**  
**City Region**

COMBINED  
AUTHORITY

### AGENDA

Items Title	Method	Speaker
<b>Introduction</b>		
1. Welcome and Apologies	Verbal	Chair
2. Minutes & Actions of the Previous Meeting & Matters Arising	Paper	Chair
3. Declarations of Interest	Verbal	All
4. Urgent items / Announcements	Verbal	All
<b>Discussion items</b>		
5. HS2 update – Growth Strategy and Parkway Station	Verbal	Mark Lynam, SCR
6. Update on mass transit re-railing	Paper	Stephen Edwards, SYPT
7. SCR Transport Strategy Consultation Progress Report	Paper	David Budd, SCR
8. SCR Integrated Public Transport Network Study	Verbal	Ed Downer, Mott McDonald
9. TfN update, including Strategic Transport Plan consultation	Verbal	David Budd, SCR
<b>Actions &amp; Forward Planning</b>		
10. Agree actions & Summary for Resolution Log	Verbal	Chair
11. AOB	Verbal	All

**DATE OF NEXT MEETING – 29<sup>th</sup> March 2018**

**TRANSPORT EXECUTIVE BOARD**

**6<sup>th</sup> FEBRUARY 2018**

**SUPERTRAM RE-RAILING**

**Purpose of Report**

To update Transport Executive Board on the plans to replace parts of the embedded rail on the Supertram network in Sheffield.

**Thematic Priority**

Thematic Priority 6: Securing Investment in Infrastructure

**Freedom of Information**

This paper is not exempt under the Freedom of Information Act 2000.

**Recommendations**

TEB is to note the contents of the report, in particular the timescales over which it will be delivered.

**1. Introduction**

- 1.1 This project seeks to replace life expired rail on the Sheffield Supertram network, where the rail is worn to a state where the wheel flanges may run on the bottom of the rail trough, both potentially damaging the wheel flange and increasing the risk of derailment.
- 1.2 This follows on from the first phase of re-railing which took place from 2013 and is delivered by a joint project team comprising South Yorkshire Passenger Transport Executive and Stagecoach Supertram.

**2. Proposal and justification**

- 2.1 Following on from the first phase of re-railing, which saw 8.0km of rail replaced, a further 9.5km has been identified as requiring replacement over the next three years.
- 2.2 A competitive tendering process was undertaken in two phases. The first was in relation to the supply of rail and the second for the works to install the new rail in the ground.
- 2.3 Following this process, British Steel were awarded the contract to supply the rail at a cost of £969,000.

- 2.4 The main works contract, to a value of £10m was awarded to Volker Rail. In addition to this, fees, costs and contingency take the total cost to SYPTTE to £15.2m in line with the approval by the Combined Authority in July 2017.
- 2.5 Stagecoach are managing the replacement buses and will cover the staff and operating costs of this element of the works. They will also carry the risk for the loss of revenue during this time.
- 2.6 It is proposed to carry out the works over the late spring through to early autumn period in 2018, 2019 and 2020. This has been designed to maximise the period of time where the weather is most suitable for these works as well as ensuring that the crucial pre-Christmas trading period is unaffected.

### **3. Consideration of alternative approaches**

- 3.1 No suitable alternative approaches were available as these works are essential to ensure the safe operation of the tram network.
- 3.2 Three contractors bid for the works to install the rail and the successful tenderer is the same organisation that previously carried out these works. This is reassuring due to their experience and knowledge of the network.

### **4. Implications**

#### **4.1 Financial**

- 4.1.1 Approval for the project was granted by the Combined Authority in July 2017 and it is expected that the project can be accommodated within this approval.
- 4.1.2 Work is currently ongoing to explore the most efficient way of repaying the borrowing for this project, bearing in mind where the main benefits of the tram lie.

#### **4.2 Legal**

The need to undertake the works was identified in 2013 with Phase 1 of the works being undertaken in 2014/15. The PTE are contractually committed to Stagecoach to procure the Phase 2 works and Stagecoach Supertram are contractually committed to operate bus replacement services and in addition they take the revenue losses arising from the works. Phase 1 of the works saw significant passenger number reductions and whilst these have, to an extent recovered, it can be anticipated that there will be similar falls in patronage during the works and for a period thereafter. The works will not interfere with the introduction of the Tram/Train service as works to the Yellow route to Meadowhall were largely completed in Phase 1.

#### **4.3 Risk Management**

- 4.3.1 The project is subject to SYPTTE's risk management framework and these risks are regularly reviewed as part of the Project Board structure.
- 4.3.2 In addition to this, the condition of the Supertram asset is noted on SYPTTE's Corporate Risk Register and re-railing is a key factor in mitigating this risk

#### **4.4 Equality, Diversity and Social Inclusion**

None.

## 5. Communications

Details of the affected services will be communicated to customers ahead of the services being disrupted. This will be managed by Stagecoach and supported by SYPTE.

## 6. Appendices/Annexes

Appendix A – Current Tender Programme

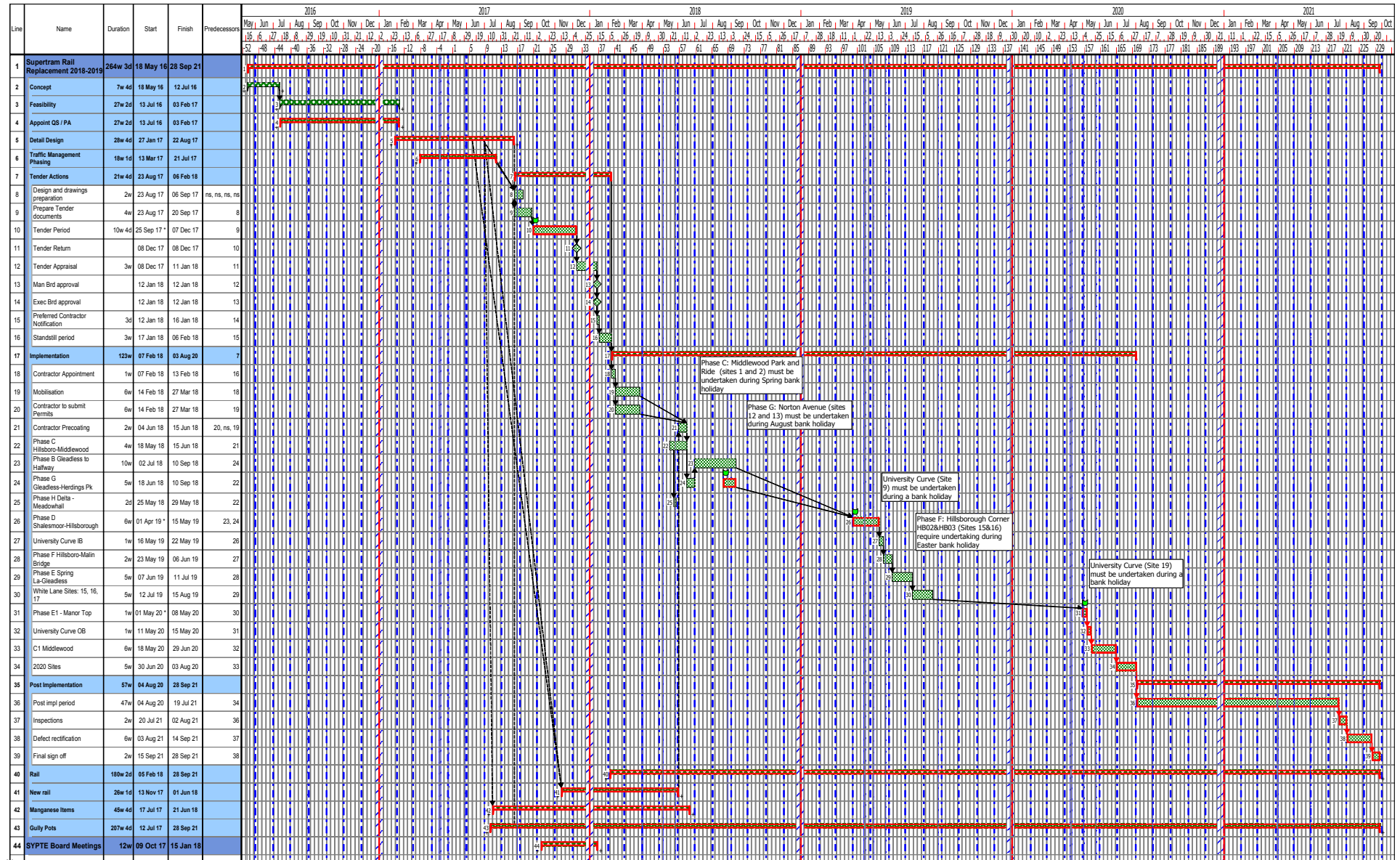
<b>REPORT AUTHOR</b>	Ben Gilligan
<b>POST</b>	Director of Public Transport
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Background papers used in the preparation of this report are available for inspection at:  
11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

# SYPTe Supertram Embedded Rail Replacement Phase 2

## Master Programme



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Programme No:001  
 Revision: 6 on date: 10/11/2017  
 Originator: M Norris  
 Checked by:  
 Origin Date: 10/11/2017 page 1 of 1 Approved by:

**TRANSPORT EXECUTIVE BOARD**

**6<sup>th</sup> FEBRUARY 2018**

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- 1.1 This project seeks to replace life expired rail on the Sheffield Supertram network, where the rail is worn to a state where the wheel flanges may run on the bottom of the rail trough, both potentially damaging the wheel flange and increasing the risk of derailment.
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None.

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## 6. Appendices/Annexes

Appendix A – Current Tender Programme

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<b>POST</b>	Director of Public Transport
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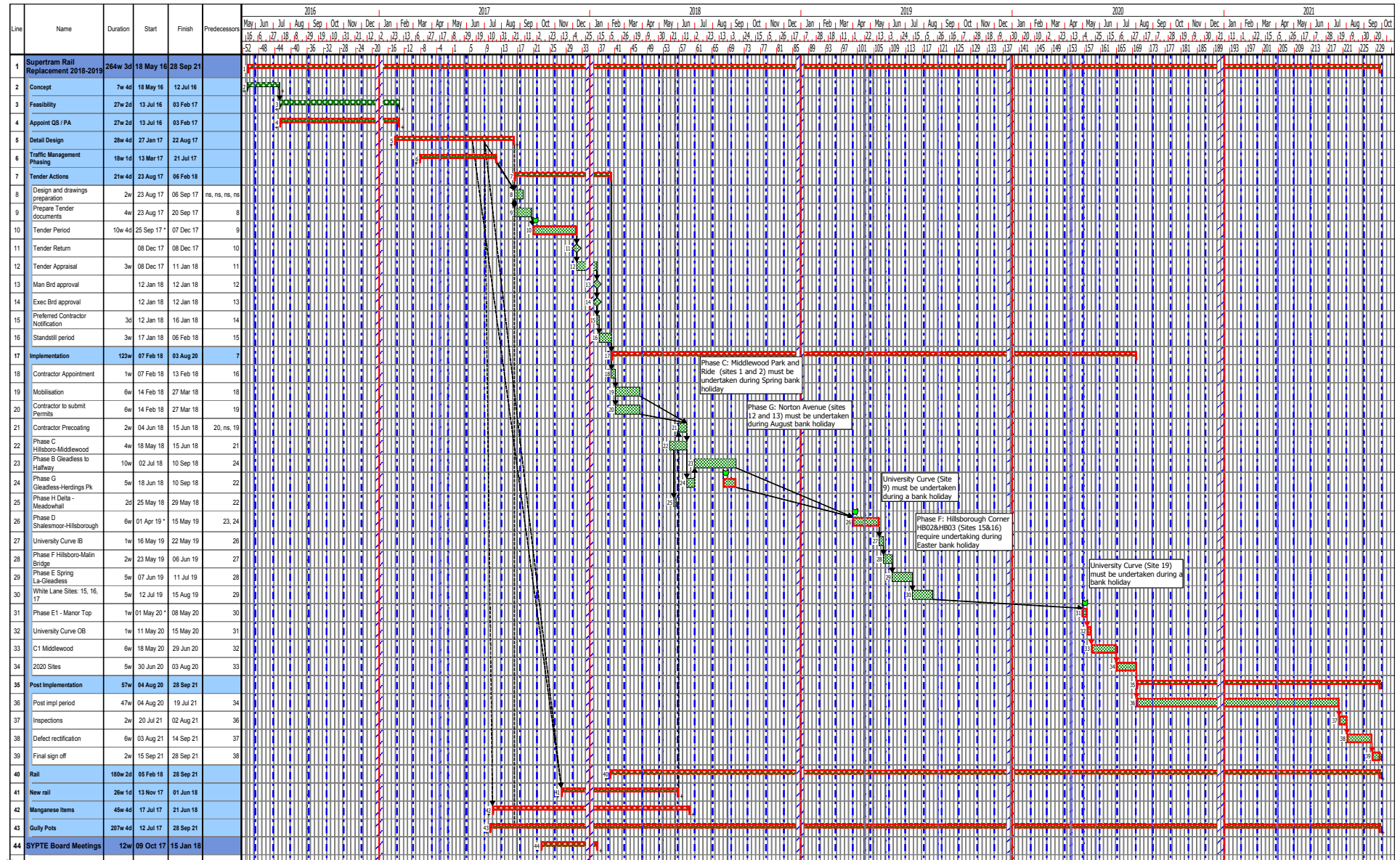
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Other sources and references:



# SYPTe Supertram Embedded Rail Replacement Phase 2

## Master Programme



Notes: Tender Addendum

**TRANSPORT EXECUTIVE BOARD**

**6 FEBRUARY 2018**

**SCR TRANSPORT STRATEGY CONSULTATION UPDATE**

**Purpose of Report**

To provide TEB an update on the SCR Transport Strategy Consultation process to date and initial responses.

**Thematic Priority**

Develop the SCR skills base, labour mobility and education performance.

Secure investment in infrastructure where it will do most to support growth.

**Freedom of Information**

This paper may be released under a Freedom of Information request.

**Recommendations**

This report is for information and to inform TEB members of the progress made to date in relation to the SCR Transport Strategy public consultation, and to summarise the engagement received.

**1. Introduction**

- 1.1** The SCR Transport Strategy has been updated to reflect changes to the policy environment, the formation of Transport for the North and the introduction of nationally significant infrastructure projects like HS2. As the refreshed Transport Strategy will effectively form the fourth Local Transport Plan (LTP) for South Yorkshire and constitutes a Statutory Document, SCR are required to, and have therefore commenced a 12-week public consultation on the draft Strategy.
- 1.2** Approval to consult on the draft Strategy was secured at the CA Board on the 30 October 2017. This report offers insight to the responses collected to date via an online survey and allows the Board the opportunity to discuss progress to date.

## **2. Proposal and justification**

- 2.1** The Transport Strategy consultation launched on 08/01/18, with a letter co-signed by the Chairs of the Combined Authority and the LEP having been circulated to key Stakeholders on the 05/01/18, advising them accordingly. The consultation launch has also been the subject of 2 SCR press releases, which have had coverage in the Yorkshire Post.
- 2.2** A dedicated webpage on the SCR website has been established which provides access to the full draft Strategy document, the integrated environmental assessment, and the online questionnaire. The website explains the methods that can be used to submit views and comments on the draft strategy. The web-page also features a short animation which has been developed to support the Transport Strategy consultation. The animation has been circulated through social media channels and has been uploaded to YouTube.
- 2.3** To coincide with the launch date, stand-up banners and posters have been displayed in prominent locations around the region, including in public transport interchanges, libraries and publicly accessible local authority premises, such as First Point receptions. Details of the consultation have also been circulated to an extensive distribution list, including local ward councillors, parish councils, disability reference groups, transport operators, highway authorities and transport user groups. Details of the consultation have also been presented by SCR in a number of forums, including Sheffield Cycle Forum, RMBC Transportation Advisory Group and Age UK.
- 2.4** A stakeholder panel event is scheduled for 1<sup>st</sup> February 2018, and will feature speakers from the LEP, SCR Executive Team and Transport for the North. The event will be attended by stakeholder representatives from both the public and private sectors and is intended to further raise awareness of the consultation.
- 2.5** At the time of writing, there have been 147 responses to the online survey – a copy of which can be seen at Appendix A. The survey, which was developed in discussion with partners, asks 6 questions about the goals and policies of the draft SCR Transport Strategy, and includes the option to provide open comments. Following the initial launch there was a spike in responses on 10/1/18 with 30 people having completed the questionnaire.
- 2.6** To date the majority of respondents have selected the ‘strongly agree’ or ‘agree’ options, as shown in the summary table at Appendix B. The questions drawing the strongest support (the highest number of ‘strongly agree’ responses), are those with an environmental focus. Conversely the questions receiving less responses and lower levels of support are based upon technology and innovation. This is reflected in the number of people opting not to complete the question and also it receiving a more even spread of responses across all categories (see Appendix B).
- 2.7** There are two opportunities for open comments in the questionnaire. The first asks respondents about their thoughts on the Strategy’s goals, which has drawn a wide range of responses. The final question is open and invites comments and views on the existing transport system within SCR and asks respondents to consider what one thing they would change. We have received a wide range of responses to this question and the majority of people who have completed the questionnaire, have chosen to provide comments too, which demonstrates their engagement in the process.
- 2.8** Of the open comments received to date, the most prominent subject is that of HS2, with concerns expressed as to its impact and cost. Other issues flagged in the open responses to date include the importance of sustainable economic growth, congestion and delay on

the existing network, local bus service provision and walking and cycling. Full details of these comments can be seen at Appendix B.

- 2.9** Of the responses received to date, the majority have come from residents in Sheffield, with the remaining responses evenly distributed across the other three South Yorkshire Districts, albeit that information on the consultation has been distributed to all local authority partners within SCR. SCR are continuing to promote the consultation through social media and by working with stakeholders to engage as wide an audience as possible.

### **3. Consideration of alternative approaches**

- 3.1** The SCR Combined Authority Board chose to refresh the Transport Strategy in January 2017. Following the Strategy development work that followed, and undertaken in discussion with partners, the Combined Authority gave approval to consult on the refreshed document on 30 October 2017.
- 3.2** Having agreed to refresh the Transport Strategy, SCR have a statutory duty to undertake a robust and comprehensive public consultation exercise. Any alternate to this approach could leave SCR open to legal challenge.

### **4. Implications**

#### **4.1 Financial**

A costed Consultation Plan was produced based on the cost of similar consultations in other parts of the UK. The cost of the SCR consultation process has been minimised through the use of press releases, social media, and an online survey.

The agreed budget for the Transport Strategy consultation is £15k, and will be met from within existing resources. The current forecast is that the consultation activity will be delivered within budget.

#### **4.2 Legal**

As the SCR Transport Strategy is a statutory document, there is a requirement for the consultation process to be robust and thorough to avoid legal challenge. The consultation requirements are set out in section 109 Transport Act 2000. The Consultation Plan has been deliberately designed to enable the public, stakeholders and partners to view and comment on the Transport Strategy documents in a variety of ways and through different channels and media.

The 12-week public consultation process has been developed to reflect the judicially defined “Gunning principles”, which establish the statutory provisions and general guiding principles that public consultation like this must comply with.

It is important that the results of consultation are demonstrably taken into account and reflected in finalising any recommendations and statutory proposals.

#### **4.3 Risk Management**

There is a risk of a legal challenge if the consultation process for the Transport Strategy is deemed to be limited or exclusive. The Consultation Plan ensures that this risk is managed and minimised. It identifies how and when the Transport Strategy consultation will be communicated, who the target audience is for each form of communication, the different

formats that will be used to present the refreshed Transport Strategy and how comments on the Transport Strategy can be submitted over a 12-week period.

There is a risk that the responses received to the consultation are not representative of the wider region. SCR are seeking to mitigate this risk by ongoing social media activity and engagement with stakeholders and partners from the whole of SCR.

#### **4.4 Equality, Diversity and Social Inclusion**

SCR has worked closely with SYPTTE and other stakeholders to distribute details of the consultation to a wide range of stakeholder groups, to ensure an inclusive process. In accordance with this, SCR will endeavour to provide materials in alternate formats, as and when requested.

### **5. Communications**

**5.1** This report summarises the approach taken to communicating the Transport Strategy consultation process, to ensure it reaches as wide an audience as possible.

### **6. Appendices/Annexes**

**6.1** Appendix A – Hardcopy of online survey

Appendix B – Consultation response tables

<b>REPORT AUTHOR</b>	<b>David Budd</b>
<b>POST</b>	<b>Assistant Director – Transport</b>
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Email	Mark.lynam@sheffiedcityregion.org.uk
Telephone	0114 2203445

Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

Sheffield City Region Transport Strategy Consultation

This Transport Strategy updates the policies of our previous Transport Strategy, published in 2011.

It forms part of our Local Transport Plan (LTP), for adoption by the SCR Combined Authority, as the Local Transport Body for South Yorkshire.

OK

\* 1. How strongly do you agree or disagree that our goals identify the most important challenges facing transport in Sheffield City Region (see Chapter 4 of the SCR Transport Strategy for further information on Our Goals)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Support inclusive economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create healthy streets where people feel safe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve the quality of our outdoors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote, enable and adopt different technologies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any comments regarding our goals please reference the goal and write your comments below

## 2. How strongly do you agree or disagree with our draft transport policies to ‘Support Inclusive Economic Growth’ (see Chapter 5 of the SCR Transport Strategy for further information on Our Policies)?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Improve access to jobs, markets, skills and supply chains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhance productivity by making our transport system faster, more reliable and more resilient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in integrated packages of infrastructure to unlock growth and support Local Plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 3. How strongly do you agree or disagree with our draft transport policies to ‘Create Healthy Streets Where People Feel Safe’?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Disagree strongly
Make our streets healthy places where people feel safe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel (walking and cycling)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve sustainable and inclusive access to our green and recreational spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### 4. How strongly do you agree or disagree with our draft transport policies to ‘Improve the Quality of our Outdoors’?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Disagree Strongly
Actively improve air quality, especially in designated Air Quality Management Areas (AQMAs)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deliver a low carbon transport network, including a zero carbon public transport network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work in tandem with the planning and development community to create attractive places	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### 5. How strongly do you agree or disagree with our transport policies to ‘Promote, Enable and Adopt Different Technologies’?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Disagree strongly
Be at the forefront of transport innovation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enable different solutions to create a fully integrated and inclusive transport service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adopt technology solutions to stimulate change	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



- \* 6. Please use the space below to provide any comments you might have about the SCR Transport Strategy, or include anything you feel we have missed from the draft policies. For example, you may wish to consider the one thing you would change about transport in the SCR.

## 7. About You - Where do you travel from and to?

- Barnsley
- Doncaster
- Rotherham
- Sheffield
- Other (please specify)

## 8. Do you have a particular transport interest? Please tick all that apply

- |   |  |
|---|--|
| <input type="checkbox"/> Bus                    | <input type="checkbox"/> Taxi                |
| <input type="checkbox"/> Rail                   | <input type="checkbox"/> Tram                |
| <input type="checkbox"/> Walking                | <input type="checkbox"/> Motorcycle          |
| <input type="checkbox"/> Cycling                | <input type="checkbox"/> Freight             |
| <input type="checkbox"/> Car                    | <input type="checkbox"/> Community Transport |
| <input type="checkbox"/> Other (please specify) |  |

9. How often do you use the following modes of transport? Please tick one option per row

	4 - 5 Days a week	2 - 3 Days a week	Once a week	Once a fortnight	At least once a month	Occasionally	Never
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car (passenger)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car (driver)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk (at least 20mins a day)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lorry/van	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tram	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

DONE

As of 24/01/18 SCR have received 147 responses to the online survey.

## Question Analysis

Q1 How strongly do you agree or disagree that our goals identify the most important challenges facing transport in Sheffield City Region (see Chapter 4 of the SCR Transport Strategy for further information on Our Goals)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
	33.56%	29.45%	13.70%	10.96%	12.33%	
Support inclusive economic growth	49	43	20	16	18	146
	40.56%	27.27%	7.69%	11.89%	12.59%	
Create healthy streets where people feel safe	58	39	11	17	18	143
	43.84%	22.60%	8.90%	10.27%	14.38%	
Improve the quality of our outdoors	64	33	13	15	21	146
	25.34%	31.51%	23.97%	9.59%	9.59%	
Promote, enable and adopt different technologies	37	46	35	14	14	146

Q2 How strongly do you agree or disagree with our draft transport policies to 'Support Inclusive Economic Growth' (see Chapter 5 of the SCR Transport Strategy for further information on Our Policies)? – 1 person skipped answering this

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
	33.33%	32.64%	13.89%	6.25%	13.89%	
Improve access to jobs, markets, skills and supply chains	48	47	20	9	20	144
	35.42%	25.00%	8.33%	11.81%	19.44%	
Enhance productivity by making our transport system faster, more reliable and more resilient	51	36	12	17	28	144
	33.79%	21.38%	19.31%	10.34%	15.17%	
Invest in integrated packages of infrastructure to unlock growth and support Local Plans	49	31	28	15	22	145

Q3 How strongly do you agree or disagree with our draft transport policies to ‘Create Healthy Streets Where People Feel Safe’? – 3 people skipped answering this

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Disagree strongly</b>	<b>Total</b>
	41.43%	20.71%	14.29%	9.29%	14.29%	
Make our streets healthy places where people feel safe	58	29	20	13	20	140
	41.96%	13.99%	15.38%	12.59%	16.08%	
Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel (walking and cycling)	60	20	22	18	23	143
	36.62%	26.06%	14.08%	8.45%	14.79%	
Improve sustainable and inclusive access to our green and recreational spaces	52	37	20	12	21	142

Q4 How strongly do you agree or disagree with our draft transport policies to ‘Improve the Quality of our Outdoors’? – 4 people skipped answering this

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Disagree Strongly</b>	<b>Total</b>
	41.55%	18.31%	18.31%	7.75%	14.08%	
Actively improve air quality, especially in designated Air Quality Management Areas (AQMA)s	59	26	26	11	20	142
	39.72%	21.99%	18.44%	7.09%	12.77%	
Deliver a low carbon transport network, including a zero carbon public transport network	56	31	26	10	18	141
	32.62%	29.08%	16.31%	7.80%	14.18%	
Work in tandem with the planning and development community to create attractive places	46	41	23	11	20	141

Q5 How strongly do you agree or disagree with our transport policies to ‘Promote, Enable and Adopt Different Technologies’? – 3 people skipped answering this

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Disagree strongly</b>	<b>Total</b>
	24.31%	27.08%	21.53%	12.50%	14.58%	
Be at the forefront of transport innovation	35	39	31	18	21	144
	32.64%	23.61%	15.28%	11.11%	17.36%	
Enable different solutions to create a fully integrated and inclusive transport service	47	34	22	16	25	144
	27.27%	25.87%	21.68%	10.49%	14.69%	
Adopt technology solutions to stimulate change	39	37	31	15	21	143

## Comments

Question 1 offers respondents a chance to comment and we have received 40 comments so far, tabled below.

1	Growth is massively problematic due to climate breakdown and dwindling resources. Surely there should be a circular economy/ steady-state economy strategy??
2	all your plans appear to be to build on already failing transport systems that clog up our roads. Plenty of focus on low carbon good, but sheffields biggest problem is too much traffic on not enough road. therefore the inovations need to be off the road, maybe in the air. cable cars and monorail type systems
3	Walking and Cycling should be positively mentioned as part of creating healthy streets
4	safe cycle routes aren't really a technology, but they are cheap, and they do work. We should try creating some...
5	By getting our rail stations back means that traffic will be reduced on the roads therefore reducing environmental damage.
6	Far too much attention has been given to motor transport
7	I do think that the main aim of any TRANSPORT strategy should be to ensure people are able to travel safely and easily to places they want to go !
8	I am concerned that we do not regard all economic growth as 'good', it all depends on whether the whole community benefits and the environment is not spoiled.
9	I live in Chesterfield and would benefit from better bus links to more of the major cities in the region which should include Manchester.
10	Get rid of HS2, it's a waste of money and most people don't want it
11	Better transport links
12	In sentiment I agree with these strategies, but the whole point regarding improving our outdoors should not be to improve it for some people and not others. The HS2 route trough South Yorkshire,known as the M18 route does not support the goals of the strategy.By it's very nature it has significantly more landscape and property impacts in the region than the original Meadowhall route.This route will leave a lasting impact on people in the region and their "outside space" by destroying villages and communities and increasing noise impacts in those areas. The original Meadowhall route passed through many of South Yorkshires industrial legacy areas at Orgreave,Tinsley and Wincobank , where brownfield sites still exist for development.In stark contrast , it will leave a scar across the lower part of the region and as a result of the poor connectivity, requires additional infrastructure spending, impact and disruption throughout the Dearne Valley to implement a Northern Loop.
13	The route for hs2 should be at Meadowhall and not at Sheffield As it will cause chaos there and it has been planned to destroy more houses
14	As Sheffield has decided that hs2 is able to decimate the countryside around Mexborough it cannot possibly care about the outdoors, unless of course Mexborough is unimportant to Sheffield city Region.
15	The SCR transport strategy will have no positive impact on my or my communities transport and social needs.
16	What about sustainable economic growth?
17	The adoption of soon to be outmoded technologies at incredible cost with HS2 is a huge mistake which will come back to haunt you and drag Sheffield down. There is an awful lot wrong with HS2, You really need to think again.
18	Creating safer and greener spaces doesn't include the cutting down of trees, simply based on financial factors, irrespective of the wishes, thoughts and opinions of your paying constituents
19	Stop hs2 so it doesn't ruin our area.
20	Where I live will have to suffer because of Sheffield's stance on hs2. Basically Sheffield has been selfish and fought for Sheffield without considering the rest of South Yorkshire There's no wonder Doncaster wants to join for a Yorkshire wide mayor and not a Sheffield city region one. All Sheffield cares about is Sheffield not its neighbours or about building a great South Yorkshire. The city only cares for the city not the other towns in the county
21	This is supposed to be a transport strategy, it gives no indication how congestion and delays are to be reduced in the real world, no infrastructure details or spending, it is just an aspirational document that is not fit for purpose. what does it do to decrease car use and single occupancy vehicle journeys?

22	The HS2 loop between Sheffield and Leeds has not been agreed either by HS2 or the Department of Transport. This loop has not been budgeted for by HS2. Sheffield made a huge mistake in wanting a station in the city station. The original decision to have a station at Meadowhall was the best for the whole of SCR and beyond. Sheffield will never have a high speed service.
23	Improve traffic flow of the a62 corridor
24	You need expanded trams accross SCR and also re open local rail lines
25	make concessions on trains valid for free travel to leeds and west yorkshire like we had until this was ruined a few years ago by councillors ending it for oaps. create a system for free travel across south yorks rail and into west yorks rail for pensioners for free and guarantee all disabled people get free rail concession on the same basis- also extend free conession to be valid on nottingham and manchester trams please
26	They are very obscurely written anf hard to understand what they mean on a practical level and very unclear how you will get there.
27	In reference to the street and environmental goals, I feel you are completely missing the point when you are agreeing to the government destroying these said goals for a train that will destroy communities for little or no gain at all!!!!
28	Your goals do not represent THE WHOLE of the region you represent. Certain areas will be devastated by HS2 not only during the construction period but as a result of the end result also. They will not benefit from clean air, safe streets, peaceful environments, etc. etc. They will suffer years of noise, dirt, stress, upset, busy roads, inconvenience, and so on, and then once the trains start running they will encounter noise pollution seven days a week from morning till midnight. Great for families with kids! The Sheffield spur will not produce the same economic growth you all talk about. You've accepted a second rate option and allowed the DfT to take you for a ride.
29	hS2 will not create safer streets for the children next to the construction sites, it will not improve the quality of their outdoors (either during construction or afterwards), and a four into Sheffield will not provide economic growth for anyone but Sheffield Cuty Centre. Perhaps the SCR should remind itself that it represents the region as a whole!
30	HS2 will bring no benefit to the people of Sheffield or Rotherham. The Impact will be totally negative.b
31	What have healthy streets got to do with transport?
32	You have compiled a Report full of platitudes and unachievable goals. It is easy to write but doing it is an entirely different matter. I have seen Statements by you listing your requirements ..." we want" .... which appear to be totally unrealistic, bearing in mind the current state of Britain, eg Brexit, financial implications required for our borders etc. You need to get in the real world and adopt more realistic objectives. Your attitude to "green" is clearly evident for all the world to see. You have failed at the first hurdle by high-handedly removing thousands of trees at a substantial financial and economical cost in many parts of Sheffield. You have pursued this course of action in an arrogant and overbearing manner to the detriment of this City. You have made a laughing stock of my home City. It appears that you have dug your heels in and stamped your feet. Sheffield is now infamous around the world for your actions. We done for that. So dont talk about green issues when you cant simply deal with managing our well established and beloved trees. You refer to transport and it is well documented that you persuaded HS2 to adopt the M18 Route which South Yorkshire as a whole are categorically against. There are so many negative issues with regard to the route through Sheffield Midland that it is incomprehensible to believe it has reached this point. The simple fact that HS2 is a fast train but will adopt bimodal trains, passengers having to wait at Toton to be connected thereby reducing speed and halving capacity when entering Sheffield. This again is a second class railway for a second class Council. They say you get what you deserve. The additional and not yet disclosed costs of this loop will NOT give SY the benefits it deserves. The costs of an HS2 appropriate station which you have asked for are not included in the costs bandied about by HS2. You have sold South Yorkshire down the line so to speak. M18 is at the very best is a second rate option. It certainly does not offer what you purporting it should. it never likely to receive the so called financial benefits £ for £ in the foreseeable future, if at all. By the time it is built who knows what the costs will be or indeed the financial benefits, if any.. It is impossible to provide this information. Anyone who does, is lying. By the very nature it is an unknown quantity. This route will travel through and literally destroy many of our villages and green spaces without any of the so called benefits. Many parts of South Yorkshire will be negatively affected , including Aston, Bramley, Mexborough, Ravenfield, Crofton, Clayton and many more villages and areas of interest. There will be major construction in the Conservation area of Aston. The whole area will inevitably become a "no go zone" severely impacting upon those nearby and further afield. The full extent of the construction in this particular area is not yet know and kept very securely in the realms of HS2. The extent of the construction will ravage our villages and yet nobody is doing anything about it. The announcement by CG that he will not be electrifying major routes in the North only goes to demonstrate the half interest the South has in the North. HS2 is not a green transport when it uproots ancient woodlands, green spaces, wildlife and their habitats. At least the M1 J29 and 31 will be

	<p>the subject of major construction causing extreme disruption and impact on those living there and of course many other villages for many many years. HS2 is not the answer to all transport needs. It appears that this option is pursued at any cost both financially and economically. The impact on housing and economical factors has been wrongly reported and only disclosed in part by HS2 in a recent Report. That amended Report (the original having incorrect information) established a substantially increased negative effect on both aspects despite the fact that the Report relied upon figures contained in what is known as the "secret Meadowhall route" when compared with the M18 Route. The true impact on housing using this route will almost double that of the Meadowhall Route and this does not take into account parts of the Shimmer Estate that will almost certainly go due to construction/roads. Nor does it take into account the considerable applications under the Need to Sell Scheme which are coming in thick and fast. m So SCC that the M18 has less impact is incorrect. The whole HS2 deparcle is based upon a web of intrigue and lies. There seems to be no honesty or clarity about it. SCC has erroneously coerced HS2 into accepting the M18 route. The only people that will be able to afford this mode of transport will be those living in the more exclusive areas of Sheffield - it will certainly not benefit the average person. There are many businesses located around the Meadowhall area which would of course benefited by accessing a nearby Station. The route would also afforded a direct link without the need for the joke you are called the Loop. If it had to go ahead then that would have been the educated option. However, it is not therefore major parts of the region will be excluded from the so called benefits. Julie Dore thinks that professionals will be enticed into Sheffield. I suspect that they might buy a cheap house here but bugger off back to London or other Southern Counties to work, invest and live. This is not what South Yorkshire needs or deserves. She is deluded in her assertions and tied up with Sheffield City Region consequently having other reasons for supporting HS2. She is likely to face allegations of abusing her privilege and may be asked to resign from TfN. Well done Sheffield - Im so proud to live here!!!! Aside from the above and much more that could be placed before you, Sheffield Midland clearly has issues of major congestion, is not easily accessed, limited parking and poor air quality. Sheffield is not renowned as a destination City as it has poor shopping (its been allowed/ill-managed) to descend into a Charity shop location. The only City located shop is John Lewis. So what happens is you drive into Sheffield, park in JL's car park,shop and exit Sheffield. Its not been a City of choice by me or my peers for many years. The Chinese have now pulled out - so no investment there. This also begs the question how will the Council manage/contribute to this development given that the budget for the Sheffield to Rotherham tramline is at this point estimated to be at an overspend of £60million at the present. We as taxpayers simply cannot afford HS2 and all it entails or the 2018 tramline it would appear. The latest fiasco being the collapse of Carillion is only adding to the vastly overrated and overspent HS2 rail. Improved internal transport throughout the North is the best option. Getting Manchester, East coast. Leeds is acceptable. From feedback received via family and friends who travel to London on business say that the so called saving of 30 mins, if that is true, is of no consequence. They have told me that the current system is working.</p>
33	<p>Consider working with local government pension funds to invest for a reasonable return (better than government bonds) in SCR infrastructure priorities in partnership with other funding organisations. Could provide access to significant sums against future (risk-assessed to assure acceptable return for pensioners of course!) projects for the local area benefitting local residents (&amp; pensioners).</p>
34	<p>People don't want to use public transport and won't be forced into doing so. All you do is make the population angry and risk civil unrest. Having goals for public transport usage and car reduction is false and idealistic. What you should be doing is freeing up the roads so whatever means of transport people choose, they can move quickly and freely and not have to sit in traffic. Further, if you want people to use public transport, then subsidise it like in the old days. Buses were packed when it was 10p to travel anywhere. On emissions, you need to bad diesel cars from the city and main some distance outside, and have all public transport within Sheffield electric and Zero emission within the next 5 years, not by 2040. Tesla have proven with their all electric trucks, that it's possible to build large vehicles with good performance, long distance between charges and zero emissions.</p>
35	<p>the goals are right, but the actions behind them feel less committed. The ambition is that 90% of the population have ready access to an airport but only 70% of deprived areas are within 30 minutes of an urban hub. Surely the latter is more important to inclusive growth</p>
36	<p>First Bus should be stopped from using ancient buses that are old, dirty and polluting!</p>
37	<p>The goals are admirable and it would be nice if they could be achieved. However the fact that you are allowing HS2 to destroy my village defeats your objectives!</p>
38	<p>Inclusive , affordable transport that provides services required to reduce need for private transport</p>
39	<p>Your goals are not being respected in the current Streetsahead contract to resurface and maintained #heffield Highways.</p>
40	<p>Some general thoughts that may not easily fit into your questionnaire: 1. Thinking of current difficulties, I'm reminded of the horrendous difficulties associated with hospital visits, not to mention the cost of parking. How do you plan to resolve this? I note from personal experience that Doncaster has an excellent park and ride facility serving DRI, based at the racecourse. Free parking; free bus ride. Really useful. 2. The traffic movements chart suggests it would be better to concentrate on creating housing within a centre where inward flow is shown,</p>

	rather than trying to improve commuting. This would help with AQMA issues. 3. Similarly, where outflow is the problem, create the jobs. 4. Which brings me to Barnsley. The Barnsley Local Plan should assist in the above challenge but Barnsley doesn't appear to feature much in the proposals. The graphic on page 21 of the Consultation Draft ignores BMBC's plans for Junction 37 of the M1. 5. There is emphasis on getting commuters into electric vehicles to reduce AQMA issues. Creation of jobs, preferably good jobs closer to home would help in increasing the uptake of electric vehicles. 6. The proposals look forward to increased commuting between Sheffield and Leeds/Manchester. Geography and geology make this a challenge for anything but rail. At a time when CO2 emissions and air pollution are big issues, why encourage long distance commuting? 7. Finally, the use of autonomus vehicles features in the proposals. This document should be considered when deliberating on the subject: <a href="https://notalotofpeopleknowthat.wordpress.com/2018/01/18/destroying-the-city-to-save-the-robocar/">https://notalotofpeopleknowthat.wordpress.com/2018/01/18/destroying-the-city-to-save-the-robocar/</a>
41	Different technologies in relation to transport need to be relevant and useful as well as providing cost benefits.
42	Improve the quality of the outdoors- the HS2 will in no uncertain terms destroy the quality of the outdoors.
43	Our service (87a) has been greatly reduced and the streets are poorly furnished.

Q6 offers respondents the opportunity to feedback their thoughts on the strategy. We have received 147 responses which can be accessed online however, the word cloud below illustrates the comments received.

Q6 Please use the space below to provide any comments you might have about the SCR Transport Strategy, or include anything you feel we have missed from the draft policies. For example, you may wish to consider the one thing you would change about transport in the SCR.





# SCR CA Executive Board

## DOCUMENT HISTORY COVER SHEET

### DOCUMENT DETAILS

DOCUMENT TEB Consultation Update

DETAILS

CREATOR Chloe Shepherd

DATE 23/01/2018

VERSION 1

SAVED

FILE N:\Policy\_Development\Development\_Commissioning\Transport\Strateg

LOCATION y and Policy\SCR Transport Strategy\Transport Strategy Refresh

PATH

VERSION	DATE	SAVED BY	NOTES
1	23/01/18	Chloe Shepherd	First draft for comment
2	29/01/18	David Budd	Updated for circulation to Stat Officers
3			
4			
5			
6			
7			
8			
9			

## APPROVALS REQUIRED BY

APPROVAL REQUIRED BY	DATE
Executive Director	
Monitoring Officer	
Chief Finance Officer	

### Board Paper Instructions

1. Before commencing the preparation of a paper, please ensure that your Director is aware that it will be on the agenda for the meeting.
2. Please read the guidance for preparing a paper below and contained within the body of the template.
3. If your paper relates to a project rather than a policy decision, ensure that it has received Full Business Plan approval prior Director approval date above. Programme Management process needs to be reflected here
4. Use the format set out below to structure your paper. Noting:
  - a. Papers should be less than 4 pages long with additional material in an annexes;
  - b. Recommendations should be self-contained and specific given they will be used in the minutes;
  - c. Pages should not be numbered (they will be numbered for the final .pdf paper pack);
  - d. Paragraphs must be numbered correctly;
5. Ensure that your Director and subsequent approvers receives the paper in good time to comment on and approve within the timescales set out above.

Should you require any assistance with formatting issues, please contact Claire James who will be happy to assist.

**TRANSPORT EXECUTIVE BOARD**

**6 FEBRUARY 2018**

**SCR TRANSPORT STRATEGY CONSULTATION UPDATE**

**Purpose of Report**

To provide TEB an update on the SCR Transport Strategy Consultation process to date and initial responses.

**Thematic Priority**

Develop the SCR skills base, labour mobility and education performance.

Secure investment in infrastructure where it will do most to support growth.

**Freedom of Information**

This paper may be released under a Freedom of Information request.

**Recommendations**

This report is for information and to inform TEB members of the progress made to date in relation to the SCR Transport Strategy public consultation, and to summarise the engagement received.

**1. Introduction**

- 1.1** The SCR Transport Strategy has been updated to reflect changes to the policy environment, the formation of Transport for the North and the introduction of nationally significant infrastructure projects like HS2. As the refreshed Transport Strategy will effectively form the fourth Local Transport Plan (LTP) for South Yorkshire and constitutes a Statutory Document, SCR are required to, and have therefore commenced a 12-week public consultation on the draft Strategy.
- 1.2** Approval to consult on the draft Strategy was secured at the CA Board on the 30 October 2017. This report offers insight to the responses collected to date via an online survey and allows the Board the opportunity to discuss progress to date.

## **2. Proposal and justification**

- 2.1** The Transport Strategy consultation launched on 08/01/18, with a letter co-signed by the Chairs of the Combined Authority and the LEP having been circulated to key Stakeholders on the 05/01/18, advising them accordingly. The consultation launch has also been the subject of 2 SCR press releases, which have had coverage in the Yorkshire Post.
- 2.2** A dedicated webpage on the SCR website has been established which provides access to the full draft Strategy document, the integrated environmental assessment, and the online questionnaire. The website explains the methods that can be used to submit views and comments on the draft strategy. The web-page also features a short animation which has been developed to support the Transport Strategy consultation. The animation has been circulated through social media channels and has been uploaded to YouTube.
- 2.3** To coincide with the launch date, stand-up banners and posters have been displayed in prominent locations around the region, including in public transport interchanges, libraries and publicly accessible local authority premises, such as First Point receptions. Details of the consultation have also been circulated to an extensive distribution list, including local ward councillors, parish councils, disability reference groups, transport operators, highway authorities and transport user groups. Details of the consultation have also been presented by SCR in a number of forums, including Sheffield Cycle Forum, RMBC Transportation Advisory Group and Age UK.
- 2.4** A stakeholder panel event is scheduled for 1<sup>st</sup> February 2018, and will feature speakers from the LEP, SCR Executive Team and Transport for the North. The event will be attended by stakeholder representatives from both the public and private sectors and is intended to further raise awareness of the consultation.
- 2.5** At the time of writing, there have been 147 responses to the online survey – a copy of which can be seen at Appendix A. The survey, which was developed in discussion with partners, asks 6 questions about the goals and policies of the draft SCR Transport Strategy, and includes the option to provide open comments. Following the initial launch there was a spike in responses on 10/1/18 with 30 people having completed the questionnaire.
- 2.6** To date the majority of respondents have selected the ‘strongly agree’ or ‘agree’ options, as shown in the summary table at Appendix B. The questions drawing the strongest support (the highest number of ‘strongly agree’ responses), are those with an environmental focus. Conversely the questions receiving less responses and lower levels of support are based upon technology and innovation. This is reflected in the number of people opting not to complete the question and also it receiving a more even spread of responses across all categories (see Appendix B).
- 2.7** There are two opportunities for open comments in the questionnaire. The first asks respondents about their thoughts on the Strategy’s goals, which has drawn a wide range of responses. The final question is open and invites comments and views on the existing transport system within SCR and asks respondents to consider what one thing they would change. We have received a wide range of responses to this question and the majority of people who have completed the questionnaire, have chosen to provide comments too, which demonstrates their engagement in the process.
- 2.8** Of the open comments received to date, the most prominent subject is that of HS2, with concerns expressed as to its impact and cost. Other issues flagged in the open responses to date include the importance of sustainable economic growth, congestion and delay on

the existing network, local bus service provision and walking and cycling. Full details of these comments can be seen at Appendix B.

- 2.9** Of the responses received to date, the majority have come from residents in Sheffield, with the remaining responses evenly distributed across the other three South Yorkshire Districts, albeit that information on the consultation has been distributed to all local authority partners within SCR. SCR are continuing to promote the consultation through social media and by working with stakeholders to engage as wide an audience as possible.

### **3. Consideration of alternative approaches**

- 3.1** The SCR Combined Authority Board chose to refresh the Transport Strategy in January 2017. Following the Strategy development work that followed, and undertaken in discussion with partners, the Combined Authority gave approval to consult on the refreshed document on 30 October 2017.
- 3.2** Having agreed to refresh the Transport Strategy, SCR have a statutory duty to undertake a robust and comprehensive public consultation exercise. Any alternate to this approach could leave SCR open to legal challenge.

### **4. Implications**

#### **4.1 Financial**

A costed Consultation Plan was produced based on the cost of similar consultations in other parts of the UK. The cost of the SCR consultation process has been minimised through the use of press releases, social media, and an online survey.

The agreed budget for the Transport Strategy consultation is £15k, and will be met from within existing resources. The current forecast is that the consultation activity will be delivered within budget.

#### **4.2 Legal**

As the SCR Transport Strategy is a statutory document, there is a requirement for the consultation process to be robust and thorough to avoid legal challenge. The consultation requirements are set out in section 109 Transport Act 2000. The Consultation Plan has been deliberately designed to enable the public, stakeholders and partners to view and comment on the Transport Strategy documents in a variety of ways and through different channels and media.

The 12-week public consultation process has been developed to reflect the judicially defined “Gunning principles”, which establish the statutory provisions and general guiding principles that public consultation like this must comply with.

It is important that the results of consultation are demonstrably taken into account and reflected in finalising any recommendations and statutory proposals.

#### **4.3 Risk Management**

There is a risk of a legal challenge if the consultation process for the Transport Strategy is deemed to be limited or exclusive. The Consultation Plan ensures that this risk is managed and minimised. It identifies how and when the Transport Strategy consultation will be communicated, who the target audience is for each form of communication, the different

formats that will be used to present the refreshed Transport Strategy and how comments on the Transport Strategy can be submitted over a 12-week period.

There is a risk that the responses received to the consultation are not representative of the wider region. SCR are seeking to mitigate this risk by ongoing social media activity and engagement with stakeholders and partners from the whole of SCR.

#### **4.4 Equality, Diversity and Social Inclusion**

SCR has worked closely with SYPTTE and other stakeholders to distribute details of the consultation to a wide range of stakeholder groups, to ensure an inclusive process. In accordance with this, SCR will endeavour to provide materials in alternate formats, as and when requested.

### **5. Communications**

**5.1** This report summarises the approach taken to communicating the Transport Strategy consultation process, to ensure it reaches as wide an audience as possible.

### **6. Appendices/Annexes**

**6.1** Appendix A – Hardcopy of online survey

Appendix B – Consultation response tables

<b>REPORT AUTHOR</b>	<b>David Budd</b>
<b>POST</b>	<b>Assistant Director – Transport</b>
Officer responsible	Mark Lynam, Director of Programme Commissioning
Organisation	Sheffield City Region
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Telephone	0114 2203445

Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

Sheffield City Region Transport Strategy Consultation

This Transport Strategy updates the policies of our previous Transport Strategy, published in 2011.

It forms part of our Local Transport Plan (LTP), for adoption by the SCR Combined Authority, as the Local Transport Body for South Yorkshire.

OK

\* 1. How strongly do you agree or disagree that our goals identify the most important challenges facing transport in Sheffield City Region (see Chapter 4 of the SCR Transport Strategy for further information on Our Goals)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Support inclusive economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create healthy streets where people feel safe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve the quality of our outdoors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote, enable and adopt different technologies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any comments regarding our goals please reference the goal and write your comments below

## 2. How strongly do you agree or disagree with our draft transport policies to ‘Support Inclusive Economic Growth’ (see Chapter 5 of the SCR Transport Strategy for further information on Our Policies)?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Improve access to jobs, markets, skills and supply chains	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhance productivity by making our transport system faster, more reliable and more resilient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in integrated packages of infrastructure to unlock growth and support Local Plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## 3. How strongly do you agree or disagree with our draft transport policies to ‘Create Healthy Streets Where People Feel Safe’?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Disagree strongly
Make our streets healthy places where people feel safe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel (walking and cycling)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve sustainable and inclusive access to our green and recreational spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### 4. How strongly do you agree or disagree with our draft transport policies to ‘Improve the Quality of our Outdoors’?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Disagree Strongly
Actively improve air quality, especially in designated Air Quality Management Areas (AQMAs)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deliver a low carbon transport network, including a zero carbon public transport network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Work in tandem with the planning and development community to create attractive places	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### 5. How strongly do you agree or disagree with our transport policies to ‘Promote, Enable and Adopt Different Technologies’?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Disagree strongly
Be at the forefront of transport innovation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enable different solutions to create a fully integrated and inclusive transport service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adopt technology solutions to stimulate change	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



- \* 6. Please use the space below to provide any comments you might have about the SCR Transport Strategy, or include anything you feel we have missed from the draft policies. For example, you may wish to consider the one thing you would change about transport in the SCR.

## 7. About You - Where do you travel from and to?

- Barnsley
- Doncaster
- Rotherham
- Sheffield
- Other (please specify)

## 8. Do you have a particular transport interest? Please tick all that apply

- |   |  |
|---|--|
| <input type="checkbox"/> Bus                    | <input type="checkbox"/> Taxi                |
| <input type="checkbox"/> Rail                   | <input type="checkbox"/> Tram                |
| <input type="checkbox"/> Walking                | <input type="checkbox"/> Motorcycle          |
| <input type="checkbox"/> Cycling                | <input type="checkbox"/> Freight             |
| <input type="checkbox"/> Car                    | <input type="checkbox"/> Community Transport |
| <input type="checkbox"/> Other (please specify) |  |

9. How often do you use the following modes of transport? Please tick one option per row

	4 - 5 Days a week	2 - 3 Days a week	Once a week	Once a fortnight	At least once a month	Occasionally	Never
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car (passenger)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car (driver)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk (at least 20mins a day)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lorry/van	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tram	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

DONE

## Appendix B: Consultation Update

As of 24/01/18 SCR have received 147 responses to the online survey.

### Question Analysis

Q1 How strongly do you agree or disagree that our goals identify the most important challenges facing transport in Sheffield City Region (see Chapter 4 of the SCR Transport Strategy for further information on Our Goals)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
	33.56%	29.45%	13.70%	10.96%	12.33%	
Support inclusive economic growth	49	43	20	16	18	146
	40.56%	27.27%	7.69%	11.89%	12.59%	
Create healthy streets where people feel safe	58	39	11	17	18	143
	43.84%	22.60%	8.90%	10.27%	14.38%	
Improve the quality of our outdoors	64	33	13	15	21	146
	25.34%	31.51%	23.97%	9.59%	9.59%	
Promote, enable and adopt different technologies	37	46	35	14	14	146

Q2 How strongly do you agree or disagree with our draft transport policies to 'Support Inclusive Economic Growth' (see Chapter 5 of the SCR Transport Strategy for further information on Our Policies)? – 1 person skipped answering this

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
	33.33%	32.64%	13.89%	6.25%	13.89%	
Improve access to jobs, markets, skills and supply chains	48	47	20	9	20	144
	35.42%	25.00%	8.33%	11.81%	19.44%	
Enhance productivity by making our transport system faster, more reliable and more resilient	51	36	12	17	28	144
	33.79%	21.38%	19.31%	10.34%	15.17%	
Invest in integrated packages of infrastructure to unlock growth and support Local Plans	49	31	28	15	22	145

Q3 How strongly do you agree or disagree with our draft transport policies to ‘Create Healthy Streets Where People Feel Safe’? – 3 people skipped answering this

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Disagree strongly</b>	<b>Total</b>
	41.43%	20.71%	14.29%	9.29%	14.29%	
Make our streets healthy places where people feel safe	58	29	20	13	20	140
	41.96%	13.99%	15.38%	12.59%	16.08%	
Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel (walking and cycling)	60	20	22	18	23	143
	36.62%	26.06%	14.08%	8.45%	14.79%	
Improve sustainable and inclusive access to our green and recreational spaces	52	37	20	12	21	142

Q4 How strongly do you agree or disagree with our draft transport policies to ‘Improve the Quality of our Outdoors’? -- 4 people skipped answering this

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Disagree Strongly</b>	<b>Total</b>
	41.55%	18.31%	18.31%	7.75%	14.08%	
Actively improve air quality, especially in designated Air Quality Management Areas (AQMAS)	59	26	26	11	20	142
	39.72%	21.99%	18.44%	7.09%	12.77%	
Deliver a low carbon transport network, including a zero carbon public transport network	56	31	26	10	18	141
	32.62%	29.08%	16.31%	7.80%	14.18%	
Work in tandem with the planning and development community to create attractive places	46	41	23	11	20	141

Q5 How strongly do you agree or disagree with our transport policies to ‘Promote, Enable and Adopt Different Technologies’? – 3 people skipped answering this

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Disagree strongly</b>	<b>Total</b>
	24.31%	27.08%	21.53%	12.50%	14.58%	
Be at the forefront of transport innovation	35	39	31	18	21	144
	32.64%	23.61%	15.28%	11.11%	17.36%	
Enable different solutions to create a fully integrated and inclusive transport service	47	34	22	16	25	144
	27.27%	25.87%	21.68%	10.49%	14.69%	
Adopt technology solutions to stimulate change	39	37	31	15	21	143

## Comments

Question 1 offers respondents a chance to comment and we have received 40 comments so far, tabled below.

1	Growth is massively problematic due to climate breakdown and dwindling resources. Surely there should be a circular economy/ steady-state economy strategy??
2	all your plans appear to be to build on already failing transport systems that clog up our roads. Plenty of focus on low carbon good, but sheffields biggest problem is too much traffic on not enough road. therefore the inovations need to be off the road, maybe in the air. cable cars and monorail type systems
3	Walking and Cycling should be positively mentioned as part of creating healthy streets
4	safe cycle routes aren't really a technology, but they are cheap, and they do work. We should try creating some...
5	By getting our rail stations back means that traffic will be reduced on the roads therefore reducing environmental damage.
6	Far too much attention has been given to motor transport
7	I do think that the main aim of any TRANSPORT strategy should be to ensure people are able to travel safely and easily to places they want to go !
8	I am concerned that we do not regard all economic growth as 'good', it all depends on whether the whole community benefits and the environment is not spoiled.
9	I live in Chesterfield and would benefit from better bus links to more of the major cities in the region which should include Manchester.
10	Get rid of HS2, it's a waste of money and most people don't want it
11	Better transport links
12	In sentiment I agree with these strategies, but the whole point regarding improving our outdoors should not be to improve it for some people and not others. The HS2 route trough South Yorkshire,known as the M18 route does not support the goals of the strategy.By it's very nature it has significantly more landscape and property impacts in the region than the original Meadowhall route.This route will leave a lasting impact on people in the region and their "outside space" by destroying villages and communities and increasing noise impacts in those areas. The original Meadowhall route passed through many of South Yorkshires industrial legacy areas at Orgreave,Tinsley and Wincobank , where brownfield sites still exist for development.In stark contrast , it will leave a scar across the lower part of the region and as a result of the poor connectivity, requires additional infrastructure spending, impact and disruption throughout the Dearne Valley to implement a Northern Loop.
13	The route for hs2 should be at Meadowhall and not at Sheffield As it will cause chaos there and it has been planned to destroy more houses
14	As Sheffield has decided that hs2 is able to decimate the countryside around Mexborough it cannot possibly care about the outdoors, unless of course Mexborough is unimportant to Sheffield city Region.
15	The SCR transport strategy will have no positive impact on my or my communities transport and social needs.
16	What about sustainable economic growth?
17	The adoption of soon to be outmoded technologies at incredible cost with HS2 is a huge mistake which will come back to haunt you and drag Sheffield down. There is an awful lot wrong with HS2, You really need to think again.
18	Creating safer and greener spaces doesn't include the cutting down of trees, simply based on financial factors, irrespective of the wishes, thoughts and opinions of your paying constituents
19	Stop hs2 so it doesn't ruin our area.
20	Where I live will have to suffer because of Sheffield's stance on hs2. Basically Sheffield has been selfish and fought for Sheffield without considering the rest of South Yorkshire There's no wonder Doncaster wants to join for a Yorkshire wide mayor and not a Sheffield city region one. All Sheffield cares about is Sheffield not its neighbours or about building a great South Yorkshire. The city only cares for the city not the other towns in the county
21	This is supposed to be a transport strategy, it gives no indication how congestion and delays are to be reduced in the real world, no infrastructure details or spending, it is just an aspirational document that is not fit for purpose. what does it do to decrease car use and single occupancy vehicle journeys?

22	The HS2 loop between Sheffield and Leeds has not been agreed either by HS2 or the Department of Transport. This loop has not been budgeted for by HS2. Sheffield made a huge mistake in wanting a station in the city station. The original decision to have a station at Meadowhall was the best for the whole of SCR and beyond. Sheffield will never have a high speed service.
23	Improve traffic flow of the a62 corridor
24	You need expanded trams accross SCR and also re open local rail lines
25	make concessions on trains valid for free travel to leeds and west yorkshire like we had until this was ruined a few years ago by councillors ending it for oaps. create a system for free travel across south yorks rail and into west yorks rail for pensioners for free and guarantee all disabled people get free rail concession on the same basis- also extend free conession to be valid on nottingham and manchester trams please
26	They are very obscurely written anf hard to understand what they mean on a practical level and very unclear how you will get there.
27	In reference to the street and environmental goals, I feel you are completely missing the point when you are agreeing to the government destroying these said goals for a train that will destroy communities for little or no gain at all!!!!
28	Your goals do not represent THE WHOLE of the region you represent. Certain areas will be devastated by HS2 not only during the construction period but as a result of the end result also. They will not benefit from clean air, safe streets, peaceful environments, etc. etc. They will suffer years of noise, dirt, stress, upset, busy roads, inconvenience, and so on, and then once the trains start running they will encounter noise pollution seven days a week from morning till midnight. Great for families with kids! The Sheffield spur will not produce the same economic growth you all talk about. You've accepted a second rate option and allowed the DfT to take you for a ride.
29	hS2 will not create safer streets for the children next to the construction sites, it will not improve the quality of their outdoors (either during construction or afterwards), and a four into Sheffield will not provide economic growth for anyone but Sheffield Cuty Centre. Perhaps the SCR should remind itself that it represents the region as a whole!
30	HS2 will bring no benefit to the people of Sheffield or Rotherham. The Impact will be totally negative.b
31	What have healthy streets got to do with transport?
32	You have compiled a Report full of platitudes and unachievable goals. It is easy to write but doing it is an entirely different matter. I have seen Statements by you listing your requirements ..." we want" .... which appear to be totally unrealistic, bearing in mind the current state of Britain, eg Brexit, financial implications required for our borders etc. You need to get in the real world and adopt more realistic objectives. Your attitude to "green" is clearly evident for all the world to see. You have failed at the first hurdle by high-handedly removing thousands of trees at a substantial financial and economical cost in many parts of Sheffield. You have pursued this course of action in an arrogant and overbearing manner to the detriment of this City. You have made a laughing stock of my home City. It appears that you have dug your heels in and stamped your feet. Sheffield is now infamous around the world for your actions. We done for that. So dont talk about green issues when you cant simply deal with managing our well established and beloved trees. You refer to transport and it is well documented that you persuaded HS2 to adopt the M18 Route which South Yorkshire as a whole are categorically against. There are so many negative issues with regard to the route through Sheffield Midland that it is incomprehensible to believe it has reached this point. The simple fact that HS2 is a fast train but will adopt bimodal trains, passengers having to wait at Toton to be connected thereby reducing speed and halving capacity when entering Sheffield. This again is a second class railway for a second class Council. They say you get what you deserve. The additional and not yet disclosed costs of this loop will NOT give SY the benefits it deserves. The costs of an HS2 appropriate station which you have asked for are not included in the costs bandied about by HS2. You have sold South Yorkshire down the line so to speak. M18 is at the very best is a second rate option. It certainly does not offer what you purporting it should. it never likely to receive the so called financial benefits £ for £ in the foreseeable future, if at all. By the time it is built who knows what the costs will be or indeed the financial benefits, if any.. It is impossible to provide this information. Anyone who does, is lying. By the very nature it is an unknown quantity. This route will travel through and literally destroy many of our villages and green spaces without any of the so called benefits. Many parts of South Yorkshire will be negatively affected , including Aston, Bramley, Mexborough, Ravenfield, Crofton, Clayton and many more villages and areas of interest. There will be major construction in the Conservation area of Aston. The whole area will inevitably become a "no go zone" severely impacting upon those nearby and further afield. The full extent of the construction in this particular area is not yet know and kept very securely in the realms of HS2. The extent of the construction will ravage our villages and yet nobody is doing anything about it. The announcement by CG that he will not be electrifying major routes in the North only goes to demonstrate the half interest the South has in the North. HS2 is not a green transport when it uproots ancient woodlands, green spaces, wildlife and their habitats. At least the M1 J29 and 31 will be

	<p>the subject of major construction causing extreme disruption and impact on those living there and of course many other villages for many many years. HS2 is not the answer to all transport needs. It appears that this option is pursued at any cost both financially and economically. The impact on housing and economical factors has been wrongly reported and only disclosed in part by HS2 in a recent Report. That amended Report (the original having incorrect information) established a substantially increased negative effect on both aspects despite the fact that the Report relied upon figures contained in what is known as the "secret Meadowhall route" when compared with the M18 Route. The true impact on housing using this route will almost double that of the Meadowhall Route and this does not take into account parts of the Shimmer Estate that will almost certainly go due to construction/roads. Nor does it take into account the considerable applications under the Need to Sell Scheme which are coming in thick and fast. m So SCC that the M18 has less impact is incorrect. The whole HS2 deparcle is based upon a web of intrigue and lies. There seems to be no honesty or clarity about it. SCC has erroneously coerced HS2 into accepting the M18 route. The only people that will be able to afford this mode of transport will be those living in the more exclusive areas of Sheffield - it will certainly not benefit the average person. There are many businesses located around the Meadowhall area which would of course benefited by accessing a nearby Station. The route would also afforded a direct link without the need for the joke you are called the Loop. If it had to go ahead then that would have been the educated option. However, it is not therefore major parts of the region will be excluded from the so called benefits. Julie Dore thinks that professionals will be enticed into Sheffield. I suspect that they might buy a cheap house here but bugger off back to London or other Southern Counties to work, invest and live. This is not what South Yorkshire needs or deserves. She is deluded in her assertions and tied up with Sheffield City Region consequently having other reasons for supporting HS2. She is likely to face allegations of abusing her privilege and may be asked to resign from TfN. Well done Sheffield - Im so proud to live here!!!! Aside from the above and much more that could be placed before you, Sheffield Midland clearly has issues of major congestion, is not easily accessed, limited parking and poor air quality. Sheffield is not renowned as a destination City as it has poor shopping (its been allowed/ill-managed) to descend into a Charity shop location. The only City located shop is John Lewis. So what happens is you drive into Sheffield, park in JL's car park,shop and exit Sheffield. Its not been a City of choice by me or my peers for many years. The Chinese have now pulled out - so no investment there. This also begs the question how will the Council manage/contribute to this development given that the budget for the Sheffield to Rotherham tramline is at this point estimated to be at an overspend of £60million at the present. We as taxpayers simply cannot afford HS2 and all it entails or the 2018 tramline it would appear. The latest fiasco being the collapse of Carillion is only adding to the vastly overrated and overspent HS2 rail. Improved internal transport throughout the North is the best option. Getting Manchester, East coast. Leeds is acceptable. From feedback received via family and friends who travel to London on business say that the so called saving of 30 mins, if that is true, is of no consequence. They have told me that the current system is working.</p>
33	<p>Consider working with local government pension funds to invest for a reasonable return (better than government bonds) in SCR infrastructure priorities in partnership with other funding organisations. Could provide access to significant sums against future (risk-assessed to assure acceptable return for pensioners of course!) projects for the local area benefitting local residents (&amp; pensioners).</p>
34	<p>People don't want to use public transport and won't be forced into doing so. All you do is make the population angry and risk civil unrest. Having goals for public transport usage and car reduction is false and idealistic. What you should be doing is freeing up the roads so whatever means of transport people choose, they can move quickly and freely and not have to sit in traffic. Further, if you want people to use public transport, then subsidise it like in the old days. Buses were packed when it was 10p to travel anywhere. On emissions, you need to bad diesel cars from the city and main some distance outside, and have all public transport within Sheffield electric and Zero emission within the next 5 years, not by 2040. Tesla have proven with their all electric trucks, that it's possible to build large vehicles with good performance, long distance between charges and zero emissions.</p>
35	<p>the goals are right, but the actions behind them feel less committed. The ambition is that 90% of the population have ready access to an airport but only 70% of deprived areas are within 30 minutes of an urban hub. Surely the latter is more important to inclusive growth</p>
36	<p>First Bus should be stopped from using ancient buses that are old, dirty and polluting!</p>
37	<p>The goals are admirable and it would be nice if they could be achieved. However the fact that you are allowing HS2 to destroy my village defeats your objectives!</p>
38	<p>Inclusive , affordable transport that provides services required to reduce need for private transport</p>
39	<p>Your goals are not being respected in the current Streetsahead contract to resurface and maintained #heffield Highways.</p>
40	<p>Some general thoughts that may not easily fit into your questionnaire: 1. Thinking of current difficulties, I'm reminded of the horrendous difficulties associated with hospital visits, not to mention the cost of parking. How do you plan to resolve this? I note from personal experience that Doncaster has an excellent park and ride facility serving DRI, based at the racecourse. Free parking; free bus ride. Really useful. 2. The traffic movements chart suggests it would be better to concentrate on creating housing within a centre where inward flow is shown,</p>

