

TRANSPORT EXECUTIVE BOARD**Date: 29th March 2018****Venue: Town Hall, Sheffield****Time: 14:00-16:00****AGENDA**

Item s	Title	Method	Speaker
Introduction			
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
Discussion items			
5.	Trans Pennine Study update, including wider connectivity package;	Paper	David Budd, SCR
6.	Draft SCR Transport Delivery Plan	Paper	David Budd, SCR
7.	Mayoral transport powers upon election;	Paper	Steve Davenport, SYPTE
Updates			
8.	HS2, including Parkway and Growth Strategy	Verbal	Mark Lynam, SCR
9.	AMID Local Large Major Scheme Update	Verbal	Tom Finnegan-Smith, SCC
10.	Transport for the North issues, including SCR response to TfN Strategic Transport Plan.	Verbal	David Budd, SCR
Actions & Forward Planning			
11.	Agree actions & Summary for Resolution Log	Verbal	Chair
12.	AOB	Verbal	All
DATE OF NEXT MEETING – 30th May 2018			

TRANSPORT EXECUTIVE BOARD

29 March 2018

UPDATE ON TRANS-PENNINE TUNNEL AND WIDER CONNECTIVITY STUDY

Purpose of Report

To provide TEB with an update on the Trans-Pennine Road Tunnel and Wider Connectivity work programme being led by Transport for the North and Highways England.

Thematic Priority

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

Freedom of Information

This paper is not exempt from the Freedom of Information Act 2000

Recommendations

That TEB notes the current position of the Trans Pennine study, and particularly the preferred corridor option being proposed by Transport for the North and Highways England to be taken forward to Strategic Outline Business Case, to enable SCR to feed into the next stage of the work, including the wider connectivity package.

1. Introduction

- 1.1** Trans-Pennine road connections between Sheffield City Region (SCR) and Greater Manchester have long been acknowledged to be poor, due to the challenging topography of the Peak District National Park. The roads' high altitude over the Pennines makes them susceptible to poor weather conditions and closure due to snow in winter. The narrow, winding nature of the two main trans-Pennine routes (A57 and A628) between Sheffield and Manchester result in the slowest average journey times between any two major UK cities for the relatively short distance, as well as a poor road safety record. Furthermore, the down-grading of the A57 Snake Pass around 20 years ago resulted in HGV and commercial traffic being concentrated on the A628 Woodhead Pass, contributing to congestion and slower journeys on that route.
- 1.2** Along with relatively poor rail frequencies and journey times between Sheffield and Manchester, this results in considerable suppressed demand for travel between these two major northern cities. This in turn suppresses economic growth and activity between the two city regions and across the wider north. Average daily traffic flows between South

Yorkshire and Greater Manchester are only 8000 vehicles, compared to 150,000 between South Yorkshire and West Yorkshire, and 73,000 between West Yorkshire and Greater Manchester.

- 1.3** In response to the need for an improved road link between the Sheffield and Manchester City Regions, in 2015 the Department for Transport asked Highways England to undertake a study into the feasibility of constructing a new road tunnel under the South Pennines. Further work, in conjunction with Transport for the North (TfN) refined the initial study using traffic models, to identify the three most suitable corridors for the tunnel.
- 1.4** Additional work has developed a package of wider transport connectivity schemes at either end of the proposed tunnel to ensure that it is well connected to the wider highway network to maximise its benefits. The study has assessed the three corridor and tunnel options and identified a preferred option to develop a Strategic Outline Business Case (SOBC) for.
- 1.5** The Trans-Pennine Tunnel (TPT) study is one of a number of 'strategic studies' being carried out by Highways England as part of their Strategic Roads Investment Strategy (RIS1) and forms part of TfN's Southern Pennines Strategic Development Corridor, a key element of their draft Strategic Transport Plan (STP). The study complements TfN's Northern Powerhouse Rail project, which is aimed at improving rail links between Sheffield and Manchester.
- 1.6** SCR is one of the key partners in the development of the TPT and Wider Connectivity study, and sits on the project board, along with representatives from Derbyshire County Council and the Peak District National Park Authority. SCR has therefore had a chance to input into the development of the feasibility study and SOBC.
- 1.7** A wider stakeholder briefing session was held by TfN and Highways England in Manchester on 23 January 2018, attended by SCR and several local stakeholders. Following this session, a more detailed briefing meeting was held on 14 February between SCR and its Local Authority partners and representatives from TfN and Highways England.

2. Proposal and justification

- 2.1** The initial study found that a full tunnel under the Peak District would potentially be the longest road tunnel in the world, but that construction would be feasible. Three broad corridors, containing five tunnel options, were identified. These three corridors were:

Corridor A – a northern route linking the M60 in Manchester to the M1 near Barnsley just south of the A635. This corridor had one full tunnel option.

Corridor B – a central route linking the M67 in Manchester to the M1 near Junction 36/35A broadly following the existing A628 / A616 route. This corridor had two full tunnel options.

Corridor C – a southern route linking the M67 to the M1 near Chapelton, following a route south of the A628 / A616. This corridor had two full tunnel options.

However, the study concluded that a full-length tunnel would be too expensive at £8-12bn (2014 prices), and due to the long construction time, would offer no short to medium term improvements. This resulted in Corridors A and C being dropped as they were dependent on a full-length tunnel under the whole of the Peak District.
- 2.2** Consequently, the next stage of the study looked at alternative options to a full tunnel, and identified the preferred corridor as Corridor B. The preferred corridor is the existing A628 / A616 Woodhead Pass route (part of the Strategic Road Network managed by Highways England), which best serves Sheffield City Region as a whole by providing convenient access to Barnsley, Doncaster and Rotherham as well as Sheffield.

- 2.3** The preferred option involves a shorter tunnel under the highest and most difficult terrain of the Peak District, coupled with improvements to the rest of the A628 / A616 route and a package of wider connectivity improvements at either end of the route. This option has lower costs (albeit they are still substantial) and similar benefits, so offers better value for money. It also improves access to the Peak District National Park and allows a phased approach to delivery and therefore earlier delivery of the benefits.
- 2.4** It is anticipated by Highways England that the A628 including the new tunnel would be fully dualled, which would allow for higher speeds and capacity. It is also anticipated that the existing road would be retained over the tunnelled section to provide a safer route for cyclists and as an emergency route if the tunnel was closed. Highways England recognise that the improved road and tunnel would need to be sensitively and sympathetically designed to minimise its impact on the scenery and environment of the National Park.
- 2.5** The package of wider connectivity improvements includes a proposed new link road, which runs on an indicative alignment from junction 35A of the M1, where the A616 ends, to the M18 north of Rotherham. This would have the potential to remove a significant amount of trans-Pennine traffic, particularly HGVs, from congested sections of the M1 and M18 around Sheffield and Rotherham, particularly in the vicinity of J33 and J34. The route shown on plans is currently illustrative and no exact route alignment has yet been identified or any detailed analysis undertaken. Further route appraisal and more detailed analysis will be carried out during the next stage of the study and SCR have requested full visibility and involvement in the process.
- 2.6** The wider connectivity package also includes fully dualling the A61 between its junction with the A616 and the M1 at J36. This route links to the Dearne Valley Parkway and the A635 to Doncaster and the A1.
- 2.7** The package also includes the Mottram bypass scheme at the western end of the A628, to relieve the congestion in this area and provide improved links to and from the M67. This scheme is currently being consulted on by Highways England and is programmed to be implemented as part of RIS1 around 2020, and is therefore in advance of the wider Trans Pennine route scheme.
- 2.8** The study requires the production of a full Strategic Outline Business Case (SOBC) for the TPT, inclusive of the wider connectivity package, considering all the benefits and the best combination of options to produce the strongest business case. The current position is that the shorter tunnel and illustrative wider connectivity package is deemed to offer best value for money and will be taken forward for early consideration by Government, as a means to securing its further development.
- 2.9** The next stage of the work will aim to strengthen the evidence base, including the use of detailed traffic modelling to capture the congestion relief benefits, determining the impact of Northern Powerhouse Rail on city-to-city demand, examining the environmental impacts, doing more detailed design to refine the impacts and costs, and enhancing the economic case. Stakeholder engagement will be key to this stage of the process and SCR will maintain involvement through TfN's Project Board.
- 2.10** The SOBC for the project will be presented to the Government's Business Investment Commercial Committee (BICC) in the summer for approval to progress it to full Outline Business Case. Once approved, the project will feature in TfN's long-term investment plan which is to be published at the same time as the final STP by the end of 2018.

3. Consideration of alternative approaches

- 3.1** As set out above, alternative corridors and tunnel options were considered and sifted out due to cost and deliverability. Doing nothing is also an alternative option but this would mean road links between two key regions remain poor, adversely impacting agglomeration and constraining the Northern Powerhouse economy.
- 3.2** The wider connectivity package is yet to be clearly geographically defined and so SCR would expect to work with TfN to develop the precise approach and alignment taken for any new road links. Several alternative network interface points into SCR were also considered, but these have not been progressed as they did not contribute significantly to the business case.

4. Implications

4.1 Financial

There are no direct financial implication for SCR.

4.2 Legal

There are no direct legal implications for SCR.

4.3 Risk Management

There are no direct risks to SCR.

4.4 Equality, Diversity and Social Inclusion

There are no direct implications for SCR.

5. Communications

- 5.1** As this is likely to be a sensitive and controversial proposal, it will be important to effectively manage external communications and stakeholder relationships. TfN's communications team will be leading on this, in conjunction with Highways England. SCR's communications team have a role in promoting the benefits of the scheme locally, and harnessing local support, while addressing any concerns.

6. Appendices/Annexes

- 6.1** Plan of the proposed route.

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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:

TRANSPORT EXECUTIVE BOARD

29TH MARCH 2018

SCR TRANSPORT DELIVERY PLAN AND DASHBOARD

Purpose of Report

The report presents the draft SCR 'Transport' Delivery Plan and Dashboard which sets out the proposed key priorities and activities by the Sheffield City Region partnership over the next 3 years to progress the Place and Placemaking agendas in support of delivering the SCR SEP ambitions and objectives.

Thematic Priority

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

Freedom of Information

Executive Boards do not make decisions on behalf of the CA therefore reports to this Boards are not made available under the Combined Authority Publication Scheme. This report is not exempt under Part II of the Freedom of Information Act 2000.

Recommendations

The TEB is asked to:

- Comment on the draft SCR Transport Delivery Plan and Dashboard;
- Endorse the SCR Transport Delivery Plan with any amendments proposed by the Board; and,
- Agree for progress in implementing the Transport Delivery Plan to be a standard item on future Board agendas.

1. Introduction

1.1 The SCR Transport Delivery Plan is one of five Plans that are being developed as part of the SCR Strategic Economic Plan (SEP) refresh to prepare and inform the emerging SCR Inclusive Industrial Strategy (IIS). The other four are:

- Place.
- Skills, Employment & Education.
- Business & Investment.
- Science & Innovation.

Each Delivery Plan will be 'owned' and be the responsibility of individual Executive Boards. The purpose of the Delivery Plans is to set out the detailed activity to support delivery of the SEP/IIS.

- 1.2 It is proposed for the 'Transport' Delivery Plan to be the responsibility of the TEB, and therefore, this draft Transport Delivery Plan, attached at Appendix A, is presented for comment, amendment and endorsement by the TEB.
- 1.3 To enable delivery progress to be monitored and to assist the Executive Boards' in maintaining an up-to-date understanding of progress against activity, a Dashboard is being developed to accompany each Delivery Plan. The draft 'Transport' Dashboard is attached at Appendix B for comment, and it is proposed that this will be reported to each future TEB meeting as a standing item.
- 1.4 Together the Transport Delivery Plan and Dashboard seeks to capture the genuine 'additional value' activity which should be delivered across the city region relating to transport infrastructure and strategy and which the SCR CA/ LEP are involved in delivering and influencing. It is not intended to capture the totality of all activity across the city region.

2. Proposal and justification

- 2.1 The SEP / emerging IIS sets out 'Transport' as a strategic priority in the SCR, highlighting:

'A City Region with a fully integrated multi-modal public transport network, with high frequency and low travel times to major northern cities and London.'

There is an ever-increasing need for greater transport network connectivity and capacity as a result of, and enabler to, growth. This is the case intra-regionally (within Sheffield City Region), and with our economic growth being dependent on matching the right people with the right jobs, connectivity on an inter-regional scale (between City Regions) is of increasing significance.

This is a three-year delivery plan and as such it represents the first part of the journey through which our longer-term strategic priority for Transport, involving all journey modes, will be achieved:

- 2.2 The Place Delivery Plan is structured around four programmes of interrelated activity, which are:
 1. Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities.
 2. Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester.
 3. Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity.
 4. Faster journey times to London and other major towns and cities.
 5. Improve connections to a growing Doncaster Sheffield Airport.

The successful implementation of these programmes will depend on the support and collaborative actions of a range of City Region partners and stakeholders, including Government, Transport for the North and national agencies.

However, the programmes of work are focussed on the 'what' we will do. Together these will both develop a stronger leadership role for the Combined Authority in shaping strategic

policy, strategy, investment and delivery around 'transport,' including filling strategic gaps in activity where economies of scale and collaborative approaches will maximise access and economic outputs, and provide better value for public money. Each programme of work contains a number of activities which are the 'how.' Some of these activities are new, while others are already underway

2.3 Importantly, in reviewing the SEP/IIS, three notable cross cutting areas of work have been identified, which cannot be delivered by one theme in isolation. These are:

1. Improving productivity
2. Enhancing supply chain networks
3. Raising aspiration

These require coordinated efforts across both transport, place, employment and skills, along with business and investment. The specific 'transport' activities which contribute towards the achievement of these areas of work are set out in the Transport Delivery Plan, and will be prioritised.

3. Consideration of Alternative Options

3.1 There are no alternative approaches to consider.

4. Implications

4.1 Financial

The SCR Budget was agreed by the Combined Authority on 9th March 2018. In accordance with the Head of Paid Service delegations to operationalise resources within the SCR Executive and across CA and LEP priorities resources allocation for 2018/19 is under consideration.

4.2 Legal

None arising from this report.

4.3 Risk Management

The proposed Transport Dashboard will ensure that any slippage in delivering the activities set out in the Place Delivery Plan, are highlighted early to enable the TEB to put in place appropriate mitigation measures and resolutions.

4.4 Equality, Diversity and Social Inclusion

None arising from this report.

5. Communications

5.1 There will be various opportunities over the next 12 months to positively promote progress with the implementation of the Transport Delivery Plan such as relating to funding approvals and delivery of capital schemes; publication of Strategies and Plans, and investments made and leveraged.

6. Appendices/Annexes

6.1 Draft SCR Transport Delivery Plan

6.2 Draft Transport Dashboard

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Sheffield City Region Transport Delivery Plan

2018-2021



INTRODUCTION

This document is one of five theme-specific delivery plans that will support the implementation of the Sheffield City Region economic strategy. They provide a framework to focus the work of the Delivery Boards as well as the Executive Team and partners.

There is an ever-increasing need for greater transport network connectivity and capacity as a result of, and enabler to, growth. This is the case intra-regionally (within Sheffield City Region), and with our economic growth being dependent on matching the right people with the right jobs, connectivity on an inter-regional scale (between City Regions) is of increasing significance.

Low levels of agglomeration, resulting from ineffective transport networks are viewed as key factors in the productivity gap identified as part of the Northern Powerhouse Independent Economic Review. Within the City Region, the SCR Integrated Infrastructure Plan acknowledges that with forecast growth in both housing and employment, without intervention, the congestion experienced on our road and rail networks will increase – delaying commuter journeys and constraining growth.

This three-year delivery plan sets out how SCR will deliver against the identified Transport strategic priority. As such it represents the first part of the prioritisation and investment process through which our transport network priorities will be achieved:

Strategic Priority for Transport in Sheffield City Region

A City Region with an accessible, fully integrated multi-modal transport network, with high frequency and low travel times to major towns and cities.

The delivery plan is structured around five programmes of work (summarised opposite) and will be supported by City Region-wide stakeholder mobilisation activity and supporting local programmes of transport investment. The programmes of work shown are the ‘what’ we will do. Each programme of work contains a number of activities; these are the ‘how’. Some of these activities are new, while others are already underway. In some instances the role of the City Region in securing and delivering these activities is one of lobbying and influencing rather than direct delivery.

Together, the activities will contribute to tangible improvements against key metrics, which demonstrate alignment with the Sheffield City Region Transport Strategy. Working with key partners and stakeholders we will monitor our performance against these metrics, but we also know that change does not happen overnight and that getting where we want to be

will take longer than three years, as evidenced by the 2040 time horizon of the Transport Strategy.

Programmes of work:

1. Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities.

2. Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester.

3. Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity.

4. Faster journey times to London and other major towns and cities.

5. Improve connections to a growing Doncaster Sheffield Airport

WHERE ARE WE NOW?

There is an ever-increasing need for greater transport network connectivity and capacity as a result of, and enabler to, growth. This is the case both intra-regionally on Sheffield City Region's internal networks - and with our economic growth being dependent on matching the right people with the right jobs, it is increasingly relevant to connectivity on an inter-regional scale between city region areas and at the pan-northern level.

We recognise that to maximise our growth and fully realise our potential we require a package of transport improvements, as part of an integrated approach to infrastructure investment, that will improve intra-regional connectivity, as well as tackle congestion in urban areas and provide inclusive access opportunities for all. Without intervention the forecast growth in both employment and housing will increase congestion and exceed capacity on our road and public transport networks, resulting in more people being delayed on their journeys.

Public transport, walking and cycling account for around 24% of journeys around the City Region. However, whilst this accounts for a relatively large number of trips, public transport use itself is in decline. Within SCR we lack a fully integrated system where travel choice is simple, affordable, and where sustainable transport choices are prioritised. Too many journeys are currently made by car, around 70%. We need to drive the provision of a transport network which encourages and enables modal shift, to ensure the opportunities created by growth are accessible to all. We are focused on developing a sustainable transport network which considers journeys rather than modes, supported by smart, integrated ticketing and innovative urban mobility solutions that provide the high-quality transport options necessary to link our urban centres and growth areas with their markets and labour force.

Our ambition for inclusive growth is for as many people as possible to contribute to and benefit from the opportunities it will bring, improving the quality of employment and creating the foundations for a fairer economy that is accessible to all. Inequality within our City Region has remained high and significant parts of the population have not benefitted from economic growth. Our objective will be to accelerate growth whilst ensuring this creates more and better jobs, providing opportunities for people from communities throughout the City Region where intergenerational unemployment and deprivation remain pressing challenges

This inclusive growth is integral to our economic strategy as social and spatial disparities can inhibit productivity and future growth prospects and can create wider social costs. The development of an inclusive transport system is therefore crucial to realising our Industrial

Strategy ambitions. Our objective to accelerate growth through the creation of more and better jobs, will be reliant on providing people from communities throughout the City Region adequate opportunities to access employment in inclusive ways. This will require the provision of a variety of transport interventions, from traditional walking and cycling infrastructure improvements to more innovative mobility options. Our transport network also has a vital role to play in supporting and contributing to environmental sustainability to promote and unlock growth that is responsible and place enhancing.

Sheffield City Region is a significantly self-contained labour and housing market, to a far greater degree than other city regions, with a large volume of commuting taking place within the City Region's boundaries. One reason for this is poor inter-regional transport connectivity with other key urban centres, but also within the City Region itself. Where connectivity through the transport network is reasonable, there is evidence in the health of the housing market that the City Region is attracting and/or retaining higher income younger commuters and other residents. In-commuting, however, is lower than might be expected, particularly to the West, highlighting the priority that needs to be accorded to pan-Northern, and in particular, Trans-Pennine connectivity. This is both to improve the flow of people, goods and services to integrate the City Region economy and labour force better into the regional and national economy.

A good proportion of the population flows are driven by the City Region's relationship to London. As such it is important we maximise the benefits of investments in the East Coast Mainline, HS2 and press for improvements to the Midland Mainline. However, due to the aforementioned connectivity limitations, we are not benefitting from our proximity to Leeds and Manchester or to the Northern Powerhouse more broadly. This is why we support Transport for the North's bold solutions to increase the frequency, efficacy and speed of travel between the City Region and the rest of the Northern Powerhouse. This will maximise the agglomeration benefits of the major northern city regions by increasing the speed and ease of resident and business travel.

Our airport is a valuable asset of strategic importance, but at the moment it is not fully utilised as the international gateway it could be. The plans around Aerocentre Yorkshire are an important means of growth and enhanced transport connections are key to achieving this. International connectivity is a priority for us; we know that many of our businesses are global in reach – and those that are not can be encouraged to export and trade. The airport can be a gateway to international markets as well as a catalyst for housing and economic growth, but we must increase its accessibility by all modes.

PROGRESS TO DATE

As we embark on the next stage of our economic ambition for SCR, it is worth reflecting on the region's transport successes to date and recognising that we are not in the position of having to make a standing start.

Notable achievements to date include:

- In May 2017 we launched a Transport Prospectus to highlight the fundamental role that transport will play in delivering our plans for economic growth. This reaffirmed our steadfast commitment to supporting national transport infrastructure programmes that benefit our region; confirmed our ambitions for improved connectivity to the wider North, as a core part of the Northern Powerhouse; and set out priorities for improving our region's transport network.
- Completed Phase One of Great Yorkshire Way. The first section of a new £56 million dual carriageway linking the M18 with the Doncaster Sheffield Airport and the iPort has been successfully opened – and work is ongoing on the second section of the crucial transport link. The Finningley and Rossington Regeneration Route Scheme (FARRRS), also known as the Great Yorkshire Way, may create around 20,000 jobs and 5,000 new homes, as well as triggering £1.7bn of private sector investment in the area.
- In 2016, the Bus Rapid Transit (North) scheme, a link between Sheffield and Rotherham to relieve congestion, was officially launched. The link, which includes the construction of the 800 metre Tinsley link road, which crosses the River Don and Sheffield Supertram, is used by the Steel Link bus route between Sheffield and Maltby.
- In 2017 we refreshed the existing SCR Transport Strategy to develop it into a more focused, outcome-led document. The strategy, which went to public consultation in early 2018, looks ahead to 2040 and takes into account the establishment of Transport for the North (TfN) and key infrastructure schemes such as HS2 and Northern Powerhouse Rail.
- Sheffield City Region has worked closely with Transport for the North in the development of its Strategic Transport Plan and have played an active role in TfN's Executive and Partnership Boards. We are actively involved in the development of the Southern Pennines Strategic Corridor between South Yorkshire and Greater Manchester, which targets significant investment in the connecting road and rail networks, to support growth.

GETTING WHERE WE WANT TO BE

The following pages summarise the transport related activities we will take forward over the next three years. They are grouped by strategic priority, although a number of their respective component parts apply across the board. So, whilst each activity has been assigned to a specific priority, their reach in terms of delivery and impact will, in many cases, be broader.

The City Region and its partners cannot do or influence everything in this sphere, nor would that be a practical proposition. At the pan-northern and national level there are a number of key agencies that have the lead role to play in delivering interventions that are transport priorities for Sheffield City Region, for example, Transport for the North as promoter and developer of the Northern Powerhouse Rail Network – which is fundamental to the City Region's ambitions for enhanced inter-regional connectivity. In instances such as this, the remit of Sheffield City Region is to engage fully with such organisations, at all levels, to evoke positive change which delivers against the strategic priorities set out in this document. In doing this we will work closely with public and private sector partners to harness our collective knowledge and experience so as to clearly articulate our priorities as part of the Northern Powerhouse.

The activities in this delivery plan therefore concentrate on those areas where we believe we can exert the greatest influence based on the levers at our disposal. In some cases these levers exist in our role as the Transport Authority, in others they relate to our role as co-ordinators and facilitators – such as the work we have started with stakeholders across the City Region to identify the requirements for a fully integrated public transport network.

There are activities in this plan that will require ongoing engagement and further conversations with government and national agencies, with a view to securing nationally significant infrastructure and access to funding. We will continue to make a strong case for how our businesses and residents will benefit from local devolution and will work with colleagues in other City Regions where it is appropriate to do so.

We will also work closely with the teams responsible for delivering the other theme-specific delivery plans (skills, place, business and investment, research and innovation). It is clear that none of these plans can be delivered to their full potential in isolation, and transport particularly needs to be considered as part of an integrated package of infrastructure improvements that consider the full breadth of factors that will make the Sheffield City Region an even better place to live and work.

CROSS CUTTING PRIORITIES

As part of the refresh of the Strategic Economic Plan, three notable cross cutting areas of work were identified, which cannot be delivered by one theme in isolation. These require coordinated efforts across both place, transport, employment and skills along with business and investment. Activities which contribute towards the achievement of these areas of work will be prioritised within this delivery plan.

IMPROVING PRODUCTIVITY

Although the City Region has seen a positive increase in private sector employment, we need to continue to deliver higher value (high GVA) jobs. Tackling this will be multifaceted but will involve at the heart of it, capitalising on the potential of Industry 4.0 (as highlighted in our Science and Innovation Audit). Future high value manufacturing is changing globally and will become digital, reconfigurable, and customisable. SCR can be an early adopter through a series of coordinated actions. For **Transport** this means:

- *Global innovation corridor access:* The delivery of improvements along the innovation corridor, serving the AMID, alongside surface level access improvements to the Aerocentre. In addition, working with Transport for the North to implement their southern Pennines and Lancashire to SCR transport corridors.

ENHANCED SUPPLY CHAIN NETWORKS

If SCR is to become an advanced manufacturing city region, it needs to improve supply chains and encourage growth in supporting sectors. This needs to be done through a City Region wide Supply Chain programme that develops regional SME's capacity and connects to Inward Investment, Infrastructure, Housing and Transport developments and provides structured support which will in turn stimulates business growth and builds a reputation for a joined up city region. For **Transport** this means:

- *Improvements to Intra-SCR Connectivity:* Linked to work to create a fully integrated multi-modal public transport network, improvements are needed to the existing highway and rail networks with the City Region in order to facilitate the easy movement of goods and people which are essential to underpinning good local supply chain networks.

RAISING ASPIRATION

For the first time in a generation it is private sector jobs growth that is driving our economy, adding £1.34bn of GVA in just two years. However, inequality has remained high, parts of

the population have not benefitted from economic growth and in particular more needs to be done to raise aspiration at all levels. Our objective will be to accelerate growth whilst ensuring this creates more and better jobs. We therefore need to ensure that all residents from every community can access employment opportunities, pursuing bold solutions that increase the frequency, efficacy and speed of travel within the City Region as well as creating the type of housing offer to match our commercial development ambitions, underpinned by strong and vibrant urban centres. For **Transport** this means:

- *A Fully Integrated Multi-Modal Public Transport System:* The delivery of an integrated programme of work which seeks to improve the movement of people around the City Region, through focussed and ambitious plans for our public transport system.

MEASURING SUCCESS

The Sheffield City Region Monitoring and Evaluation Framework provides the basis for the metrics that will be used to measure success. It is a tool to monitor and evaluate SCR LEP and Combined Authority (CA) activity rather than the totality of activity across the City Region. The Framework is structured around the City Region's overarching objectives to which all LEP and Combined Authority-funded activity must contribute, and provides a high-level, strategic guide to investment priorities.

1. Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities.

The LEP and its partners will continue to deliver...

A refreshed Sheffield City Region Transport Strategy: This will provide a strong strategic mandate for the creation of an inclusive transport network that enables sustainable access provision for all.

Fully Integrated Multi Modal Public Transport System: The Sheffield City Region Integrated Transport Network Study (SCRIPT) is to identify a pipeline of schemes and initiatives that will provide the region with the transport network it needs (across all modes) to deliver our ambitions for Growth. This will also include working with partners, review the SCR Public Transport Operating Model to better understand whether alternate provision, including that afforded by the SCR Devolution Deal, would provide greater benefits.

Innovation Corridor: Securing investment in a series of highway improvements along the Innovation Corridor of the M1, enhancing local connectivity as well as strategic highway access through Junctions 33 and 34 of the M1.

Securing the future of Sheffield's Mass Transit System: The infrastructure of the existing light rail system in Sheffield is in need of renewal beyond 2024, to secure its long-term future.



We will also...

Transport Implementation Plan: Following adoption of the refreshed Transport Strategy in 2018, develop a Transport Strategy Implementation Plan outlining the transport investment priorities for the achievement of the 2040 conditional outcomes.

Cycle Network: Develop a strategic cycle network to serve employment and housing locations across Sheffield City Region. This will be done through the production of a Local Cycling and Walking Infrastructure Plan (LCWIP), working with local authority partners and the Department for Transport.

Bus Services Model: Consider the current operating model for bus services within Sheffield City Region with the aim of reversing the current decline in bus patronage.

What will we aim to achieve in 2018-19?

Completion of Sheffield City Region Integrated Public Transport Study and development of priority corridors – **Spring 2018**

CA adoption of refreshed Sheffield City Region Transport Strategy, following statutory public consultation – **Summer 2018**

Development of a preferred model of bus service operation for SCR – **Autumn 2018**

Submission of Mass Transit Renewal Outline Business Case to the Department for Transport - **Spring 2019**

Submission of Innovation Corridor Strategic Outline Business Case to the Department for Transport – **Winter 2018**

Production of an SCR Local Cycling and Walking Infrastructure Plan (LCWIP) – **Autumn 2018**

2. Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester.

The LEP and its partners will continue to deliver...

Trans-Pennine Improvements: Working with Transport for the North to secure Trans-Pennine route investment between Manchester and SCR, including the potential for a wider connectivity package linking the M1 and A1 route corridors.

Northern Powerhouse Rail: Working with Transport for the North and pan-northern partners to secure long-term investment in Northern Powerhouse Rail between SCR and Manchester to achieve the desired conditional outcomes for service frequency and journey time.

Hope Valley Upgrades: Securing the delayed Hope Valley upgrade works developed as part of the Northern Hub rail proposals, delivering a third express passenger pathway between SCR and Manchester.



We will also...

Coordinated Public Affairs Campaign: Work collaboratively with the business and private sectors to develop coordinated and unified support for SCR's Trans Pennine priorities, particularly with regards to the wider connectivity package associated with the Trans Pennine Tunnel route study.

Southern Pennines Corridor: Work with Transport for the North in the development of the Southern Pennines Strategic Corridor study and support its implementation through the TfN Strategic Transport Plan.

What will we aim to achieve in 2018-19?

Secure Network Rail programme approval of the Hope Valley Northern Hub proposals to secure a third fast train pathway to Manchester – **Winter 2018**

Production of SCR Corporate Affairs priorities programme, inclusive of Trans Pennine connectivity – **Spring 2018**

Work collaboratively with Transport for the North to ensure the Northern Powerhouse Rail SOBC is submitted to the Department for Transport – **Winter 2018**

Provide SCR's response to Transport for the North's Strategic Transport Plan consultation – **Spring 2018**

Work collaboratively with TfN as a key partner on the Southern Pennines Strategic Development Corridor, to produce the Statement of Case – **Autumn 2018**

3. Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity..

The LEP and its partners will continue to deliver...

Sheffield-Leeds Growth Corridor: Working with Transport for the North and pan-northern partners to secure long-term investment in Northern Powerhouse Rail between SCR and Leeds, to achieve the desired conditional outcomes for service frequency and journey time.

HS2 Parkway: Work with Network Rail and HS2 to agree a preferred location for a South Yorkshire HS2 Parkway Station.



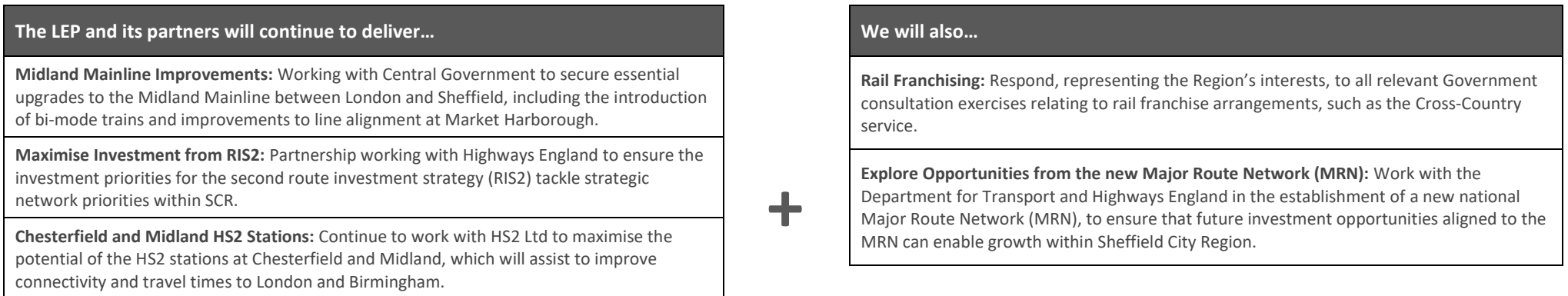
We will also...

Explore the Potential for Tram-Train: Harness the learning from the Tram/Train pilot to develop a network of tram/train routes, including the potential for tram/train to access interchange facilities for inter-regional services to adjoining Combined Authority areas, such as West Yorkshire.

What will we aim to achieve in 2018-19?

Work collaboratively with Transport for the North to ensure the Northern Powerhouse Rail SOBC is submitted to the Department for Transport – **Winter 2018**
Work with Local Authority Partners to agree a preferred location for an SCR HS2 Parkway station – **Summer 2018**
Launch the Sheffield-Rotherham Tram-Train pilot – **Autumn 2018**

4. Faster journey times to London and other major towns and cities.



What will we aim to achieve in 2018-19?

Submit an SCR response to the Cross-Country rail franchise consultation – **Summer 2018**

Work collaboratively with Transport for the North to ensure the Northern Powerhouse Rail SOBC is submitted to the Department for Transport – **Winter 2018**

Work with Local Authority Partners to agree a preferred location for an SCR HS2 Parkway station – **Summer 2018**

Completion of SCR's Wider Connectivity study to inform the HS2 Growth Strategy – **Spring 2018**

Work collaboratively with Transport for the North to ensure the Trans Pennine Road Study wider connectivity package maximises the benefits to SCR – **Winter 2018**

5. Improve connections to a growing Doncaster Sheffield Airport.

The LEP and its partners will continue to deliver...
Rail Connectivity: Securing the provision of a new rail link at Doncaster/Sheffield Airport to enhance surface access for employees and passengers
Aerocentre Connectivity: Working with the airport to deliver a masterplan which integrates transport and land-use as a means of reducing the need to travel and helping to safeguard capacity.
Road Access: Completing Phase 2 of the Great Yorkshire Way scheme, to enhance strategic access to Doncaster Sheffield Airport.



We will also...
Multimodal Transport Interchange: Work with key partners to establish the case for a multi-modal transport interchange at Doncaster Sheffield Airport to provide connectivity and links to key communities and trip attractors in the local area.
Enhanced Freight Capacity: Exploit opportunities, including through the provision of a rail connection, to grow freight capacity and capability at Doncaster Sheffield Airport. This would strengthen the region's logistics corridor and provide opportunities for collaboration with facilities such as iport.
Attracting New Carriers: Work with private sector partners and the Airport to secure a wider network of flight connections.

What will we aim to achieve in 2018-19?

Completion of the DSA Rail Access Study – **Spring 2018**

Completion of the second phase of the Great Yorkshire Way – **Spring 2018**

Work collaboratively with investors to promote an aviation supply chain cluster in support of, and following the launch of the DSA masterplan proposals – **Winter 2018**

STAKEHOLDER MOBILISATION

The activities in this delivery plan will be facilitated and catalysed by a City Region-wide programme of communication and awareness raising activity targeted at three specific audiences: local authorities, transport providers and statutory partners.

Audience	Activities
Local Authorities	<ul style="list-style-type: none">▪ Engagement and decision-making through the Transport Executive Board and the governance arrangements that are in place for the Combined Authority and the Local Enterprise Partnership.
Transport Providers	<ul style="list-style-type: none">▪ Active engagement through the existing SCR Bus Partnerships;▪ Regular engagement through Rail Franchise Stakeholder Groups▪ Close working with South Yorkshire Passenger Transport Executive, utilising their relationships with both bus operators, community transport and train operating companies (TOCs)
Statutory Partners	<ul style="list-style-type: none">▪ Regular liaison with Transport for the North (TfN) through the Partnership and Executive Boards;▪ Continued engagement with Network Rail through their appointed Regional Planning Manager;▪ Regular engagement with the Department for Transport through their nominated regional lead and through TfN's governance structure.

Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities

Last updated on13/03/2018

Programme Status

Number of at risk projects[number]

Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
A refreshed Sheffield City Region Transport Strategy	David Budd	Sheffield City Region	CA adoption of refreshed Sheffield City Region Transport Strategy, following statutory public consultation		Spring 2017	Summer 2018	Consultation comments received do not lend support for the draft strategy.	Consultation set to close on 1st April after 12 week statutory consultation period.
Fully Integrated Multi Modal Public Transport System	David Budd	Sheffield City Region	Completion of SCRIPT Study and development of priority corridors.		Autumn 2017	Spring 2018	Ensuring adequate investment opportunities to enable delivery of the SCRIPT study fundings.	Study outcomes due by the end of March. HS2 wider connectivity study to inform Single Economic Commission.
Innovation Corridor	Edward Highfield	Sheffield City Council	Submission of Innovation Corridor Outline Business Case to the DfT		Spring 2017	Summer 2025	Insufficient remaining DfT Local Large Major Funds	SOBC produced. Priority headlines being developed for Corporate Affairs activity.
Securing Sheffield Mass Transit	Stephen Edwards	South Yorkshire Passenger Transport Executive	Submission of OBC to DfT		Winter 2016	Summer 2021	Programme slippage due to inadequate resources. Mitigated through consultancy support.	SOBC submitted to DfT in December 2017.
Development of a strategic Cycle Network	Jenny Wood	Sheffield City Council	Production of LCWIP		Winter 2017	Autumn 2018	DfT support does not provide adequate technical capability for network development.	Inception meeting held. Programme to be developed setting out key milestones.
Bus Services Model	Stephen Edwards	South Yorkshire Passenger Transport Executive	Development of a preferred model of bus service operation for SCR.		Winter 2017	Autumn 2018	Adversely impacts relationships with bus operators.	Legislative review being undertaken to provide factual position. SYPTE have commissioned a consultancy report to understand reasons for continuing patronage decline in SCR.

Transport Delivery Plan

Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester

Last updated on 13/03/2018

Programme Status

Number of at risk projects	[number]
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Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
TFN Strategic Transport Plan	David Budd	Transport for the North	Submit SCR response to TfN's STP consultation	●	Summer 2016	Spring 2018	TfN do not take on board SCR's concerns in the update of the STP.	TfN STP consultation closes on 17 April. TfN intend to publish final STP document and Investment Plan for November 2018.
Northern Powerhouse Rail	Alex Forrest	Transport for the North	TfN Submission of SOBC to DfT.	●	Summer 2016	Summer 2030	TfN do not reflect SCR's requirements in the final NPR SOBC submission to DfT.	NPR SOBC to be submitted to DfT in November 2018. Corridor inception meetings commenced for current phase of work.
Hope Valley Rail Upgrades	Alex Forrest	Network Rail	Secure Network Rail programme approval of the Hope Valley Northern Hub proposals	●	Summer 2014	Winter 2025	DfT opt not to prioritise the Northern Hub investment for the Hope Valley line.	SoS announced approval of Hope Valley TWA in February 2018.
Coordinated Public Affairs Campaign	Andy Gates	Sheffield City Region	Production of SCR Corporate Affairs priorities programme	●	Winter 2017	Summer 2018	Conflicting regional priorities dilutes focus and impact of targeted corporate affairs activity.	Initial meeting held with Chamber leads. SCR to develop commission for consultancy support.
Southern Pennines Strategic Development Corridor	David Budd	Sheffield City Region	Completion of SOC	●	Spring 2018	Winter 2018	None as yet. Work yet to commence.	Study commission currently out to tender with first Project Board meeting scheduled for 24 May.

Transport Delivery Plan

Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity

Last updated on 13/03/2018

Programme Status

Number of at risk projects

[illegible]

Transport Delivery Plan

Faster journey times to London and other major towns and cities

Last updated on 13/03/2018

Programme Status ●

Number of at risk projects	[number]
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Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
Midland Mainline Improvements	Alex Forrest	Network Rail	Submit SCR response to the Cross-Country rail franchise consultation.	●	Spring 2018	Summer 2018	None identified as yet.	Formal consultation period not yet commenced.
Northern Powerhouse Rail	Alex Forrest	Transport for the North	TfN Submission of SOBC to DfT.	●	Summer 2016	Summer 2030	TfN do not reflect SCR's requirements in the final NPR SOBC submission to DfT.	NPR SOBC to be submitted to DfT in November 2018. Corridor inception meetings commenced for currently phase of work.
HS2 Parkway Station	Colin Chick	HS2 Ltd	Agreement of a preferred location for an SCR HS2 Parkway Station.	●	Summer 2014	Summer 2033	Inability to coalesce around a preferred location results in an SCR HS2 Parkway Station not being progressed.	SCR Single Economic Study Commissioned with consultants having been appointed. DfT now commissioned HS2 Ltd to undertake second Parkway Station study to review the short-listed sites.
SCR HS2 Wider Connectivity Study	David Budd	Sheffield City Region	Completion of SCR's Wider Connectivity study to inform the HS2 Growth Strategy.	●	Autumn 2017	Spring 2018	HS2 Wider Connectivity study outcomes not provided in time to inform the Single Economic Commission.	Wider Connectivity stakeholder workshop held. Outcomes due to report by end of March.
Trans Pennine Route Study	David Budd	Sheffield City Region	Development of the optimum wider connectivity package for SCR.	●	Spring 2016	Summer 2025	Inadequate opportunity to engage provided by TfN and HE.	Work still at pre-project stage. Consultants to be appointed in April for next stage of work. Outcomes required to inform the TfN STP and Long-term Investment Plan by November 2018.

Activity Name	Name	Name	Milestone		[date]	[date]
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Transport Delivery Plan

Improve connections to a growing Doncaster Sheffield Airport

Last updated on 13/03/2018

Programme Status

Number of at risk projects	[number]
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Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
Rail Access to DSA	Mark Lynam	Doncaster Sheffield Airport	Completion and sign-off of rail connection SOBC	●	Spring 2017	Summer 2022	Identifying a suitable delivery and funding mechanism to enable the SOBC to progress.	Rail Access SOBC due to be signed-off and launched in April 2018.
Aviation Supply Chain Development	Mark Lynam	Doncaster Sheffield Airport	Launch of DSA Masterplan	●	Spring 2018	Ongoing	Planning approval still required for DSA masterplan aspirations.	DSA Masterplan set to be launched on 21 March 2017.
Enhanced Road Access	Neil Firth	Doncaster MBC	Completion of Great Yorkshire Way: Phase 2	●	Summer 2015	Spring 2018	Inclement weather and collapse of Principal Contractor has resulted in minor programme delay.	Works scheduled for completion by the end of May 2017.

SCR CA Executive Board

DOCUMENT HISTORY COVER SHEET

DOCUMENT DETAILS

DOCUMENT DETAILS

SCR Transport Delivery Plan &
Dashboard
David Budd
19th March 2018

CREATOR

DATE VERSION SAVED

FILE LOCATION PATH

VERSION	DATE	SAVED BY	NOTES
1	19/03/18	D. Budd	Updated draft with revised template
2			????? V2 not updated
3	21/03/18	RA	Amended FIMPS
4			
5			
6			
7			
8			

APPROVALS REQUIRED BY

APPROVAL REQUIRED BY	DATE
Managing Director	21/03/18
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.

Please ensure that you follow the above before submitting papers. With regret if papers stray from these guidelines we may need to return them to the author, which runs the risk of the paper missing a Board cycle. We would obviously wish to avoid this if at all possible.

TRANSPORT EXECUTIVE BOARD

29TH MARCH 2018

SCR TRANSPORT DELIVERY PLAN AND DASHBOARD

Purpose of Report

The report presents the draft SCR 'Transport' Delivery Plan and Dashboard which sets out the proposed key priorities and activities by the Sheffield City Region partnership over the next 3 years to progress the Place and Placemaking agendas in support of delivering the SCR SEP ambitions and objectives.

Thematic Priority

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

Freedom of Information

Executive Boards do not make decisions on behalf of the CA therefore reports to this Boards are not made available under the Combined Authority Publication Scheme. This report is not exempt under Part II of the Freedom of Information Act 2000.

Recommendations

The TEB is asked to:

- Comment on the draft SCR Transport Delivery Plan and Dashboard;
- Endorse the SCR Transport Delivery Plan with any amendments proposed by the Board; and,
- Agree for progress in implementing the Transport Delivery Plan to be a standard item on future Board agendas.

1. Introduction

1.1 The SCR Transport Delivery Plan is one of five Plans that are being developed as part of the SCR Strategic Economic Plan (SEP) refresh to prepare and inform the emerging SCR Inclusive Industrial Strategy (IIS). The other four are:

- Place.
- Skills, Employment & Education.
- Business & Investment.
- Science & Innovation.

Each Delivery Plan will be 'owned' and be the responsibility of individual Executive Boards. The purpose of the Delivery Plans is to set out the detailed activity to support delivery of the SEP/IIS.

- 1.2 It is proposed for the 'Transport' Delivery Plan to be the responsibility of the TEB, and therefore, this draft Transport Delivery Plan, attached at Appendix A, is presented for comment, amendment and endorsement by the TEB.
- 1.3 To enable delivery progress to be monitored and to assist the Executive Boards' in maintaining an up-to-date understanding of progress against activity, a Dashboard is being developed to accompany each Delivery Plan. The draft 'Transport' Dashboard is attached at Appendix B for comment, and it is proposed that this will be reported to each future TEB meeting as a standing item.
- 1.4 Together the Transport Delivery Plan and Dashboard seeks to capture the genuine 'additional value' activity which should be delivered across the city region relating to transport infrastructure and strategy and which the SCR CA/ LEP are involved in delivering and influencing. It is not intended to capture the totality of all activity across the city region.

2. Proposal and justification

- 2.1 The SEP / emerging IIS sets out 'Transport' as a strategic priority in the SCR, highlighting:

'A City Region with a fully integrated multi-modal public transport network, with high frequency and low travel times to major northern cities and London.'

There is an ever-increasing need for greater transport network connectivity and capacity as a result of, and enabler to, growth. This is the case intra-regionally (within Sheffield City Region), and with our economic growth being dependent on matching the right people with the right jobs, connectivity on an inter-regional scale (between City Regions) is of increasing significance.

This is a three-year delivery plan and as such it represents the first part of the journey through which our longer-term strategic priority for Transport, involving all journey modes, will be achieved:

- 2.2 The Place Delivery Plan is structured around four programmes of interrelated activity, which are:
 1. Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities.
 2. Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester.
 3. Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity.
 4. Faster journey times to London and other major towns and cities.
 5. Improve connections to a growing Doncaster Sheffield Airport.

The successful implementation of these programmes will depend on the support and collaborative actions of a range of City Region partners and stakeholders, including Government, Transport for the North and national agencies.

However, the programmes of work are focussed on the 'what' we will do. Together these will both develop a stronger leadership role for the Combined Authority in shaping strategic

policy, strategy, investment and delivery around 'transport,' including filling strategic gaps in activity where economies of scale and collaborative approaches will maximise access and economic outputs, and provide better value for public money. Each programme of work contains a number of activities which are the 'how.' Some of these activities are new, while others are already underway

2.3 Importantly, in reviewing the SEP/IIS, three notable cross cutting areas of work have been identified, which cannot be delivered by one theme in isolation. These are:

1. Improving productivity
2. Enhancing supply chain networks
3. Raising aspiration

These require coordinated efforts across both transport, place, employment and skills, along with business and investment. The specific 'transport' activities which contribute towards the achievement of these areas of work are set out in the Transport Delivery Plan, and will be prioritised.

3. Consideration of Alternative Options

3.1 There are no alternative approaches to consider.

4. Implications

4.1 Financial

The SCR Budget was agreed by the Combined Authority on 9th March 2018. In accordance with the Head of Paid Service delegations to operationalise resources within the SCR Executive and across CA and LEP priorities resources allocation for 2018/19 is under consideration.

4.2 Legal

None arising from this report.

4.3 Risk Management

The proposed Transport Dashboard will ensure that any slippage in delivering the activities set out in the Place Delivery Plan, are highlighted early to enable the TEB to put in place appropriate mitigation measures and resolutions.

4.4 Equality, Diversity and Social Inclusion

None arising from this report.

5. Communications

5.1 There will be various opportunities over the next 12 months to positively promote progress with the implementation of the Transport Delivery Plan such as relating to funding approvals and delivery of capital schemes; publication of Strategies and Plans, and investments made and leveraged.

6. Appendices/Annexes

6.1 Draft SCR Transport Delivery Plan

6.2 Draft Transport Dashboard

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Sheffield City Region Transport Delivery Plan

2018-2021



INTRODUCTION

This document is one of five theme-specific delivery plans that will support the implementation of the Sheffield City Region economic strategy. They provide a framework to focus the work of the Delivery Boards as well as the Executive Team and partners.

There is an ever-increasing need for greater transport network connectivity and capacity as a result of, and enabler to, growth. This is the case intra-regionally (within Sheffield City Region), and with our economic growth being dependent on matching the right people with the right jobs, connectivity on an inter-regional scale (between City Regions) is of increasing significance.

Low levels of agglomeration, resulting from ineffective transport networks are viewed as key factors in the productivity gap identified as part of the Northern Powerhouse Independent Economic Review. Within the City Region, the SCR Integrated Infrastructure Plan acknowledges that with forecast growth in both housing and employment, without intervention, the congestion experienced on our road and rail networks will increase – delaying commuter journeys and constraining growth.

This three-year delivery plan sets out how SCR will deliver against the identified Transport strategic priority. As such it represents the first part of the prioritisation and investment process through which our transport network priorities will be achieved:

Strategic Priority for Transport in Sheffield City Region

A City Region with an accessible, fully integrated multi-modal transport network, with high frequency and low travel times to major towns and cities.

The delivery plan is structured around five programmes of work (summarised opposite) and will be supported by City Region-wide stakeholder mobilisation activity and supporting local programmes of transport investment. The programmes of work shown are the ‘what’ we will do. Each programme of work contains a number of activities; these are the ‘how’. Some of these activities are new, while others are already underway. In some instances the role of the City Region in securing and delivering these activities is one of lobbying and influencing rather than direct delivery.

Together, the activities will contribute to tangible improvements against key metrics, which demonstrate alignment with the Sheffield City Region Transport Strategy. Working with key partners and stakeholders we will monitor our performance against these metrics, but we also know that change does not happen overnight and that getting where we want to be

will take longer than three years, as evidenced by the 2040 time horizon of the Transport Strategy.

Programmes of work:

1. Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities.

2. Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester.

3. Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity.

4. Faster journey times to London and other major towns and cities.

5. Improve connections to a growing Doncaster Sheffield Airport

WHERE ARE WE NOW?

There is an ever-increasing need for greater transport network connectivity and capacity as a result of, and enabler to, growth. This is the case both intra-regionally on Sheffield City Region's internal networks - and with our economic growth being dependent on matching the right people with the right jobs, it is increasingly relevant to connectivity on an inter-regional scale between city region areas and at the pan-northern level.

We recognise that to maximise our growth and fully realise our potential we require a package of transport improvements, as part of an integrated approach to infrastructure investment, that will improve intra-regional connectivity, as well as tackle congestion in urban areas and provide inclusive access opportunities for all. Without intervention the forecast growth in both employment and housing will increase congestion and exceed capacity on our road and public transport networks, resulting in more people being delayed on their journeys.

Public transport, walking and cycling account for around 24% of journeys around the City Region. However, whilst this accounts for a relatively large number of trips, public transport use itself is in decline. Within SCR we lack a fully integrated system where travel choice is simple, affordable, and where sustainable transport choices are prioritised. Too many journeys are currently made by car, around 70%. We need to drive the provision of a transport network which encourages and enables modal shift, to ensure the opportunities created by growth are accessible to all. We are focused on developing a sustainable transport network which considers journeys rather than modes, supported by smart, integrated ticketing and innovative urban mobility solutions that provide the high-quality transport options necessary to link our urban centres and growth areas with their markets and labour force.

Our ambition for inclusive growth is for as many people as possible to contribute to and benefit from the opportunities it will bring, improving the quality of employment and creating the foundations for a fairer economy that is accessible to all. Inequality within our City Region has remained high and significant parts of the population have not benefitted from economic growth. Our objective will be to accelerate growth whilst ensuring this creates more and better jobs, providing opportunities for people from communities throughout the City Region where intergenerational unemployment and deprivation remain pressing challenges

This inclusive growth is integral to our economic strategy as social and spatial disparities can inhibit productivity and future growth prospects and can create wider social costs. The development of an inclusive transport system is therefore crucial to realising our Industrial

Strategy ambitions. Our objective to accelerate growth through the creation of more and better jobs, will be reliant on providing people from communities throughout the City Region adequate opportunities to access employment in inclusive ways. This will require the provision of a variety of transport interventions, from traditional walking and cycling infrastructure improvements to more innovative mobility options. Our transport network also has a vital role to play in supporting and contributing to environmental sustainability to promote and unlock growth that is responsible and place enhancing.

Sheffield City Region is a significantly self-contained labour and housing market, to a far greater degree than other city regions, with a large volume of commuting taking place within the City Region's boundaries. One reason for this is poor inter-regional transport connectivity with other key urban centres, but also within the City Region itself. Where connectivity through the transport network is reasonable, there is evidence in the health of the housing market that the City Region is attracting and/or retaining higher income younger commuters and other residents. In-commuting, however, is lower than might be expected, particularly to the West, highlighting the priority that needs to be accorded to pan-Northern, and in particular, Trans-Pennine connectivity. This is both to improve the flow of people, goods and services to integrate the City Region economy and labour force better into the regional and national economy.

A good proportion of the population flows are driven by the City Region's relationship to London. As such it is important we maximise the benefits of investments in the East Coast Mainline, HS2 and press for improvements to the Midland Mainline. However, due to the aforementioned connectivity limitations, we are not benefitting from our proximity to Leeds and Manchester or to the Northern Powerhouse more broadly. This is why we support Transport for the North's bold solutions to increase the frequency, efficacy and speed of travel between the City Region and the rest of the Northern Powerhouse. This will maximise the agglomeration benefits of the major northern city regions by increasing the speed and ease of resident and business travel.

Our airport is a valuable asset of strategic importance, but at the moment it is not fully utilised as the international gateway it could be. The plans around Aerocentre Yorkshire are an important means of growth and enhanced transport connections are key to achieving this. International connectivity is a priority for us; we know that many of our businesses are global in reach – and those that are not can be encouraged to export and trade. The airport can be a gateway to international markets as well as a catalyst for housing and economic growth, but we must increase its accessibility by all modes.

PROGRESS TO DATE

As we embark on the next stage of our economic ambition for SCR, it is worth reflecting on the region's transport successes to date and recognising that we are not in the position of having to make a standing start.

Notable achievements to date include:

- In May 2017 we launched a Transport Prospectus to highlight the fundamental role that transport will play in delivering our plans for economic growth. This reaffirmed our steadfast commitment to supporting national transport infrastructure programmes that benefit our region; confirmed our ambitions for improved connectivity to the wider North, as a core part of the Northern Powerhouse; and set out priorities for improving our region's transport network.
- Completed Phase One of Great Yorkshire Way. The first section of a new £56 million dual carriageway linking the M18 with the Doncaster Sheffield Airport and the iPort has been successfully opened – and work is ongoing on the second section of the crucial transport link. The Finningley and Rossington Regeneration Route Scheme (FARRRS), also known as the Great Yorkshire Way, may create around 20,000 jobs and 5,000 new homes, as well as triggering £1.7bn of private sector investment in the area.
- In 2016, the Bus Rapid Transit (North) scheme, a link between Sheffield and Rotherham to relieve congestion, was officially launched. The link, which includes the construction of the 800 metre Tinsley link road, which crosses the River Don and Sheffield Supertram, is used by the Steel Link bus route between Sheffield and Maltby.
- In 2017 we refreshed the existing SCR Transport Strategy to develop it into a more focused, outcome-led document. The strategy, which went to public consultation in early 2018, looks ahead to 2040 and takes into account the establishment of Transport for the North (TfN) and key infrastructure schemes such as HS2 and Northern Powerhouse Rail.
- Sheffield City Region has worked closely with Transport for the North in the development of its Strategic Transport Plan and have played an active role in TfN's Executive and Partnership Boards. We are actively involved in the development of the Southern Pennines Strategic Corridor between South Yorkshire and Greater Manchester, which targets significant investment in the connecting road and rail networks, to support growth.

GETTING WHERE WE WANT TO BE

The following pages summarise the transport related activities we will take forward over the next three years. They are grouped by strategic priority, although a number of their respective component parts apply across the board. So, whilst each activity has been assigned to a specific priority, their reach in terms of delivery and impact will, in many cases, be broader.

The City Region and its partners cannot do or influence everything in this sphere, nor would that be a practical proposition. At the pan-northern and national level there are a number of key agencies that have the lead role to play in delivering interventions that are transport priorities for Sheffield City Region, for example, Transport for the North as promoter and developer of the Northern Powerhouse Rail Network – which is fundamental to the City Region's ambitions for enhanced inter-regional connectivity. In instances such as this, the remit of Sheffield City Region is to engage fully with such organisations, at all levels, to evoke positive change which delivers against the strategic priorities set out in this document. In doing this we will work closely with public and private sector partners to harness our collective knowledge and experience so as to clearly articulate our priorities as part of the Northern Powerhouse.

The activities in this delivery plan therefore concentrate on those areas where we believe we can exert the greatest influence based on the levers at our disposal. In some cases these levers exist in our role as the Transport Authority, in others they relate to our role as co-ordinators and facilitators – such as the work we have started with stakeholders across the City Region to identify the requirements for a fully integrated public transport network.

There are activities in this plan that will require ongoing engagement and further conversations with government and national agencies, with a view to securing nationally significant infrastructure and access to funding. We will continue to make a strong case for how our businesses and residents will benefit from local devolution and will work with colleagues in other City Regions where it is appropriate to do so.

We will also work closely with the teams responsible for delivering the other theme-specific delivery plans (skills, place, business and investment, research and innovation). It is clear that none of these plans can be delivered to their full potential in isolation, and transport particularly needs to be considered as part of an integrated package of infrastructure improvements that consider the full breadth of factors that will make the Sheffield City Region an even better place to live and work.

CROSS CUTTING PRIORITIES

As part of the refresh of the Strategic Economic Plan, three notable cross cutting areas of work were identified, which cannot be delivered by one theme in isolation. These require coordinated efforts across both place, transport, employment and skills along with business and investment. Activities which contribute towards the achievement of these areas of work will be prioritised within this delivery plan.

IMPROVING PRODUCTIVITY

Although the City Region has seen a positive increase in private sector employment, we need to continue to deliver higher value (high GVA) jobs. Tackling this will be multifaceted but will involve at the heart of it, capitalising on the potential of Industry 4.0 (as highlighted in our Science and Innovation Audit). Future high value manufacturing is changing globally and will become digital, reconfigurable, and customisable. SCR can be an early adopter through a series of coordinated actions. For **Transport** this means:

- *Global innovation corridor access:* The delivery of improvements along the innovation corridor, serving the AMID, alongside surface level access improvements to the Aerocentre. In addition, working with Transport for the North to implement their southern Pennines and Lancashire to SCR transport corridors.

ENHANCED SUPPLY CHAIN NETWORKS

If SCR is to become an advanced manufacturing city region, it needs to improve supply chains and encourage growth in supporting sectors. This needs to be done through a City Region wide Supply Chain programme that develops regional SME's capacity and connects to Inward Investment, Infrastructure, Housing and Transport developments and provides structured support which will in turn stimulates business growth and builds a reputation for a joined up city region. For **Transport** this means:

- *Improvements to Intra-SCR Connectivity:* Linked to work to create a fully integrated multi-modal public transport network, improvements are needed to the existing highway and rail networks with the City Region in order to facilitate the easy movement of goods and people which are essential to underpinning good local supply chain networks.

RAISING ASPIRATION

For the first time in a generation it is private sector jobs growth that is driving our economy, adding £1.34bn of GVA in just two years. However, inequality has remained high, parts of

the population have not benefitted from economic growth and in particular more needs to be done to raise aspiration at all levels. Our objective will be to accelerate growth whilst ensuring this creates more and better jobs. We therefore need to ensure that all residents from every community can access employment opportunities, pursuing bold solutions that increase the frequency, efficacy and speed of travel within the City Region as well as creating the type of housing offer to match our commercial development ambitions, underpinned by strong and vibrant urban centres. For **Transport** this means:

- *A Fully Integrated Multi-Modal Public Transport System:* The delivery of an integrated programme of work which seeks to improve the movement of people around the City Region, through focussed and ambitious plans for our public transport system.

MEASURING SUCCESS

The Sheffield City Region Monitoring and Evaluation Framework provides the basis for the metrics that will be used to measure success. It is a tool to monitor and evaluate SCR LEP and Combined Authority (CA) activity rather than the totality of activity across the City Region. The Framework is structured around the City Region's overarching objectives to which all LEP and Combined Authority-funded activity must contribute, and provides a high-level, strategic guide to investment priorities.

1. Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities.

The LEP and its partners will continue to deliver...

A refreshed Sheffield City Region Transport Strategy: This will provide a strong strategic mandate for the creation of an inclusive transport network that enables sustainable access provision for all.

Fully Integrated Multi Modal Public Transport System: The Sheffield City Region Integrated Transport Network Study (SCRIPT) is to identify a pipeline of schemes and initiatives that will provide the region with the transport network it needs (across all modes) to deliver our ambitions for Growth. This will also include working with partners, review the SCR Public Transport Operating Model to better understand whether alternate provision, including that afforded by the SCR Devolution Deal, would provide greater benefits.

Innovation Corridor: Securing investment in a series of highway improvements along the Innovation Corridor of the M1, enhancing local connectivity as well as strategic highway access through Junctions 33 and 34 of the M1.

Securing the future of Sheffield's Mass Transit System: The infrastructure of the existing light rail system in Sheffield is in need of renewal beyond 2024, to secure its long-term future.



We will also...

Transport Implementation Plan: Following adoption of the refreshed Transport Strategy in 2018, develop a Transport Strategy Implementation Plan outlining the transport investment priorities for the achievement of the 2040 conditional outcomes.

Cycle Network: Develop a strategic cycle network to serve employment and housing locations across Sheffield City Region. This will be done through the production of a Local Cycling and Walking Infrastructure Plan (LCWIP), working with local authority partners and the Department for Transport.

Bus Services Model: Consider the current operating model for bus services within Sheffield City Region with the aim of reversing the current decline in bus patronage.

What will we aim to achieve in 2018-19?

Completion of Sheffield City Region Integrated Public Transport Study and development of priority corridors – **Spring 2018**

CA adoption of refreshed Sheffield City Region Transport Strategy, following statutory public consultation – **Summer 2018**

Development of a preferred model of bus service operation for SCR – **Autumn 2018**

Submission of Mass Transit Renewal Outline Business Case to the Department for Transport - **Spring 2019**

Submission of Innovation Corridor Strategic Outline Business Case to the Department for Transport – **Winter 2018**

Production of an SCR Local Cycling and Walking Infrastructure Plan (LCWIP) – **Autumn 2018**

2. Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester.

The LEP and its partners will continue to deliver...

Trans-Pennine Improvements: Working with Transport for the North to secure Trans-Pennine route investment between Manchester and SCR, including the potential for a wider connectivity package linking the M1 and A1 route corridors.

Northern Powerhouse Rail: Working with Transport for the North and pan-northern partners to secure long-term investment in Northern Powerhouse Rail between SCR and Manchester to achieve the desired conditional outcomes for service frequency and journey time.

Hope Valley Upgrades: Securing the delayed Hope Valley upgrade works developed as part of the Northern Hub rail proposals, delivering a third express passenger pathway between SCR and Manchester.



We will also...

Coordinated Public Affairs Campaign: Work collaboratively with the business and private sectors to develop coordinated and unified support for SCR's Trans Pennine priorities, particularly with regards to the wider connectivity package associated with the Trans Pennine Tunnel route study.

Southern Pennines Corridor: Work with Transport for the North in the development of the Southern Pennines Strategic Corridor study and support its implementation through the TfN Strategic Transport Plan.

What will we aim to achieve in 2018-19?

Secure Network Rail programme approval of the Hope Valley Northern Hub proposals to secure a third fast train pathway to Manchester – **Winter 2018**

Production of SCR Corporate Affairs priorities programme, inclusive of Trans Pennine connectivity – **Spring 2018**

Work collaboratively with Transport for the North to ensure the Northern Powerhouse Rail SOBC is submitted to the Department for Transport – **Winter 2018**

Provide SCR's response to Transport for the North's Strategic Transport Plan consultation – **Spring 2018**

Work collaboratively with TfN as a key partner on the Southern Pennines Strategic Development Corridor, to produce the Statement of Case – **Autumn 2018**

3. Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity..

The LEP and its partners will continue to deliver...

Sheffield-Leeds Growth Corridor: Working with Transport for the North and pan-northern partners to secure long-term investment in Northern Powerhouse Rail between SCR and Leeds, to achieve the desired conditional outcomes for service frequency and journey time.

HS2 Parkway: Work with Network Rail and HS2 to agree a preferred location for a South Yorkshire HS2 Parkway Station.



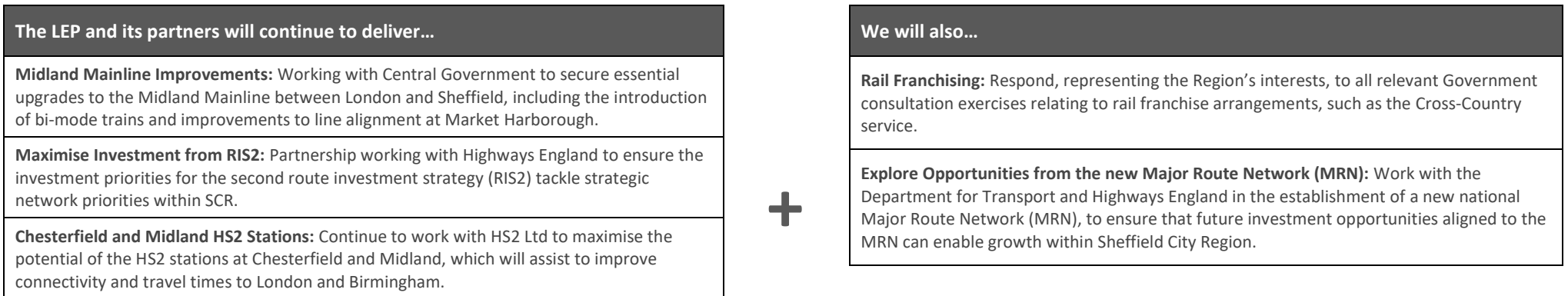
We will also...

Explore the Potential for Tram-Train: Harness the learning from the Tram/Train pilot to develop a network of tram/train routes, including the potential for tram/train to access interchange facilities for inter-regional services to adjoining Combined Authority areas, such as West Yorkshire.

What will we aim to achieve in 2018-19?

Work collaboratively with Transport for the North to ensure the Northern Powerhouse Rail SOBC is submitted to the Department for Transport – **Winter 2018**
Work with Local Authority Partners to agree a preferred location for an SCR HS2 Parkway station – **Summer 2018**
Launch the Sheffield-Rotherham Tram-Train pilot – **Autumn 2018**

4. Faster journey times to London and other major towns and cities.



What will we aim to achieve in 2018-19?

Submit an SCR response to the Cross-Country rail franchise consultation – **Summer 2018**

Work collaboratively with Transport for the North to ensure the Northern Powerhouse Rail SOBC is submitted to the Department for Transport – **Winter 2018**

Work with Local Authority Partners to agree a preferred location for an SCR HS2 Parkway station – **Summer 2018**

Completion of SCR's Wider Connectivity study to inform the HS2 Growth Strategy – **Spring 2018**

Work collaboratively with Transport for the North to ensure the Trans Pennine Road Study wider connectivity package maximises the benefits to SCR – **Winter 2018**

5. Improve connections to a growing Doncaster Sheffield Airport.

The LEP and its partners will continue to deliver...
Rail Connectivity: Securing the provision of a new rail link at Doncaster/Sheffield Airport to enhance surface access for employees and passengers
Aerocentre Connectivity: Working with the airport to deliver a masterplan which integrates transport and land-use as a means of reducing the need to travel and helping to safeguard capacity.
Road Access: Completing Phase 2 of the Great Yorkshire Way scheme, to enhance strategic access to Doncaster Sheffield Airport.



We will also...
Multimodal Transport Interchange: Work with key partners to establish the case for a multi-modal transport interchange at Doncaster Sheffield Airport to provide connectivity and links to key communities and trip attractors in the local area.
Enhanced Freight Capacity: Exploit opportunities, including through the provision of a rail connection, to grow freight capacity and capability at Doncaster Sheffield Airport. This would strengthen the region's logistics corridor and provide opportunities for collaboration with facilities such as iport.
Attracting New Carriers: Work with private sector partners and the Airport to secure a wider network of flight connections.

What will we aim to achieve in 2018-19?

Completion of the DSA Rail Access Study – **Spring 2018**
Completion of the second phase of the Great Yorkshire Way – **Spring 2018**
Work collaboratively with investors to promote an aviation supply chain cluster in support of, and following the launch of the DSA masterplan proposals – **Winter 2018**

STAKEHOLDER MOBILISATION

The activities in this delivery plan will be facilitated and catalysed by a City Region-wide programme of communication and awareness raising activity targeted at three specific audiences: local authorities, transport providers and statutory partners.

Audience	Activities
Local Authorities	<ul style="list-style-type: none">▪ Engagement and decision-making through the Transport Executive Board and the governance arrangements that are in place for the Combined Authority and the Local Enterprise Partnership.
Transport Providers	<ul style="list-style-type: none">▪ Active engagement through the existing SCR Bus Partnerships;▪ Regular engagement through Rail Franchise Stakeholder Groups▪ Close working with South Yorkshire Passenger Transport Executive, utilising their relationships with both bus operators, community transport and train operating companies (TOCs)
Statutory Partners	<ul style="list-style-type: none">▪ Regular liaison with Transport for the North (TfN) through the Partnership and Executive Boards;▪ Continued engagement with Network Rail through their appointed Regional Planning Manager;▪ Regular engagement with the Department for Transport through their nominated regional lead and through TfN's governance structure.

Transport Delivery Plan

Create a sustainable, accessible transport network within the Sheffield City Region, which connects people to opportunities

Last updated on

13/03/2018

Programme Status

Number of at risk projects

[number]

Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
A refreshed Sheffield City Region Transport Strategy	David Budd	Sheffield City Region	CA adoption of refreshed Sheffield City Region Transport Strategy, following statutory public consultation		Spring 2017	Summer 2018	Consultation comments received do not lend support for the draft strategy.	Consultation set to close on 1st April after 12 week statutory consultation period.
Fully Integrated Multi Modal Public Transport System	David Budd	Sheffield City Region	Completion of SCRIPT Study and development of priority corridors.		Autumn 2017	Spring 2018	Ensuring adequate investment opportunities to enable delivery of the SCRIPT study fundings.	Study outcomes due by the end of March. HS2 wider connectivity study to inform Single Economic Commission.
Innovation Corridor	Edward Highfield	Sheffield City Council	Submission of Innovation Corridor Outline Business Case to the DfT		Spring 2017	Summer 2025	Insufficient remaining DfT Local Large Major Funds	SOBC produced. Priority headlines being developed for Corporate Affairs activity.
Securing Sheffield Mass Transit	Stephen Edwards	South Yorkshire Passenger Transport Executive	Submission of OBC to DfT		Winter 2016	Summer 2021	Programme slippage due to inadequate resources. Mitigated through consultancy support.	SOBC submitted to DfT in December 2017.
Development of a strategic Cycle Network	Jenny Wood	Sheffield City Council	Production of LCWIP		Winter 2017	Autumn 2018	DfT support does not provide adequate technical capability for network development.	Inception meeting held. Programme to be developed setting out key milestones.
Bus Services Model	Stephen Edwards	South Yorkshire Passenger Transport Executive	Development of a preferred model of bus service operation for SCR.		Winter 2017	Autumn 2018	Adversely impacts relationships with bus operators.	Legislative review being undertaken to provide factual position. SYPTE have commissioned a consultancy report to understand reasons for continuing patronage decline in SCR.

Transport Delivery Plan

Prioritise improvements in East-West road and rail connectivity between Sheffield City Region and Greater Manchester

Last updated on 13/03/2018

Programme Status

Number of at risk projects	[number]
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Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
TFN Strategic Transport Plan	David Budd	Transport for the North	Submit SCR response to TfN's STP consultation	●	Summer 2016	Spring 2018	TfN do not take on board SCR's concerns in the update of the STP.	TfN STP consultation closes on 17 April. TfN intend to publish final STP document and Investment Plan for November 2018.
Northern Powerhouse Rail	Alex Forrest	Transport for the North	TfN Submission of SOBC to DfT.	●	Summer 2016	Summer 2030	TfN do not reflect SCR's requirements in the final NPR SOBC submission to DfT.	NPR SOBC to be submitted to DfT in November 2018. Corridor inception meetings commenced for current phase of work.
Hope Valley Rail Upgrades	Alex Forrest	Network Rail	Secure Network Rail programme approval of the Hope Valley Northern Hub proposals	●	Summer 2014	Winter 2025	DfT opt not to prioritise the Northern Hub investment for the Hope Valley line.	SoS announced approval of Hope Valley TWA in February 2018.
Coordinated Public Affairs Campaign	Andy Gates	Sheffield City Region	Production of SCR Corporate Affairs priorities programme	●	Winter 2017	Summer 2018	Conflicting regional priorities dilutes focus and impact of targeted corporate affairs activity.	Initial meeting held with Chamber leads. SCR to develop commission for consultancy support.
Southern Pennines Strategic Development Corridor	David Budd	Sheffield City Region	Completion of SOC	●	Spring 2018	Winter 2018	None as yet. Work yet to commence.	Study commission currently out to tender with first Project Board meeting scheduled for 24 May.

Transport Delivery Plan

Improve the frequency and journey times between Sheffield City Region and Leeds, ensuring these benefits are also realised by Rotherham and Barnsley to unlock wider connectivity

Last updated on 13/03/2018

Programme Status

Number of at risk projects

[illegible]

Transport Delivery Plan

Faster journey times to London and other major towns and cities

Last updated on 13/03/2018

Programme Status ●

Number of at risk projects	[number]
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Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
Midland Mainline Improvements	Alex Forrest	Network Rail	Submit SCR response to the Cross-Country rail franchise consultation.	●	Spring 2018	Summer 2018	None identified as yet.	Formal consultation period not yet commenced.
Northern Powerhouse Rail	Alex Forrest	Transport for the North	TfN Submission of SOBC to DfT.	●	Summer 2016	Summer 2030	TfN do not reflect SCR's requirements in the final NPR SOBC submission to DfT.	NPR SOBC to be submitted to DfT in November 2018. Corridor inception meetings commenced for currently phase of work.
HS2 Parkway Station	Colin Chick	HS2 Ltd	Agreement of a preferred location for an SCR HS2 Parkway Station.	●	Summer 2014	Summer 2033	Inability to coalesce around a preferred location results in an SCR HS2 Parkway Station not being progressed.	SCR Single Economic Study Commissioned with consultants having been appointed. DfT now commissioned HS2 Ltd to undertake second Parkway Station study to review the short-listed sites.
SCR HS2 Wider Connectivity Study	David Budd	Sheffield City Region	Completion of SCR's Wider Connectivity study to inform the HS2 Growth Strategy.	●	Autumn 2017	Spring 2018	HS2 Wider Connectivity study outcomes not provided in time to inform the Single Economic Commission.	Wider Connectivity stakeholder workshop held. Outcomes due to report by end of March.
Trans Pennine Route Study	David Budd	Sheffield City Region	Development of the optimum wider connectivity package for SCR.	●	Spring 2016	Summer 2025	Inadequate opportunity to engage provided by TfN and HE.	Work still at pre-project stage. Consultants to be appointed in April for next stage of work. Outcomes required to inform the TfN STP and Long-term Investment Plan by November 2018.

Activity Name	Name	Name	Milestone		[date]	[date]
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Transport Delivery Plan

Improve connections to a growing Doncaster Sheffield Airport

Last updated on 13/03/2018

Programme Status ☒

Number of at risk projects	[number]
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Activity	Lead	Organisation	What do we want to achieve in 2018-19? (Outcomes)	Status of Outcomes (RAG)	When did we start the activity?	When do we expect to finish the activity?	Delivery Risks	Progress Summary
Rail Access to DSA	Mark Lynam	Doncaster Sheffield Airport	Completion and sign-off of rail connection SOBC	●	Spring 2017	Summer 2022	Identifying a suitable delivery and funding mechanism to enable the SOBC to progress.	Rail Access SOBC due to be signed-off and launched in April 2018.
Aviation Supply Chain Development	Mark Lynam	Doncaster Sheffield Airport	Launch of DSA Masterplan	●	Spring 2018	Ongoing	Planning approval still required for DSA masterplan aspirations.	DSA Masterplan set to be launched on 21 March 2017.
Enhanced Road Access	Neil Firth	Doncaster MBC	Completion of Great Yorkshire Way: Phase 2	●	Summer 2015	Spring 2018	Inclement weather and collapse of Principal Contractor has resulted in minor programme delay.	Works scheduled for completion by the end of May 2017.

TRANSPORT EXECUTIVE BOARD

29/03/18

MAYORAL TRANSPORT POWERS AND DUTIES UPON ELECTION

Purpose of Report

To provide TEB information on the powers and duties of the Sheffield City Region Combined Authority Mayor in relation to transport.

Thematic Priority

6. 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

That TEB note the mayoral functions and duties set out in this paper, in relation to transport.

1. Introduction

- 1.1** The SCR Combined Authority are in the process of preparing for a mayoral election in May of this year. The voting will take place on May 3rd with the successful candidate announced on May 4th.
- 1.2** The establishment of Transport for the North (TfN) as a sub-national Statutory Transport Body in April 2018 will introduce governance arrangements, which have implications for Mayoral Combined Authorities.

2. Proposal and justification

- 2.1** Upon election, the Mayor will be required to undertake several roles. They will become the Chair of the Sheffield City Region Combined Authority (SCR CA), and as a member of the Authority will have equivalent voting rights to other Members from the Constituent Councils.
- 2.2** Specifically, in relation to transport, the establishment of a Mayoral Combined Authority provides opportunities in relation to bus franchising. This removes the need to obtain the Secretary of State's consent to proceed with a franchising scheme.

- 2.3** Franchising is an established model for providing bus services. In a franchising scheme, local authorities determine the details of the services to be provided – where they run, when they run and the standards of the services. Typically bus operators provide their services under contract to the local authority who can let whatever sort of contract they feel is appropriate. No other services can operate in the franchised area without the agreement of the franchising authority.
- 2.4** The decision whether to pursue the making of a proposed franchising scheme is a function of the Combined Authority, exercisable by the Mayor. However, the development of a franchising proposal is a significant undertaking that requires substantial resources, both employee and financial. As the Mayor has no budgetary control/power, the Mayor alone could not approve the budget required to move to a franchise model without the majority of the Combined Authority supporting¹.
- 2.5** The requirement of support from the Combined Authority means the franchising function of a mayor is not, of itself, a function exercisable by the Mayor alone. It does mean the Mayor has the casting vote / has to be in the majority if the Combined Authority went through the process to get to a position where it wanted to pursue a franchising scheme.
- 2.6** The powers within the Bus Services Act 2017 are not limited to franchising. They also allow for the creation of;

Advanced Quality Partnerships (AQPS) - Services continue to be operated by commercial bus operators but the authority sets the standards required along specific routes/corridors. Operators who do not meet the required standards are unable to use infrastructure provided by the authority.

Enhanced Partnerships (EP) - Services continue to be operated commercially but there is an agreement between the Local Transport Authority and the majority of the bus operators to work together to improve local bus services. It includes a clear vision of the improvements that the EP is aiming for (known as an EP Plan) and accompanying actions to achieve them (set out in one or more EP schemes).

Advanced Ticketing Schemes - These new powers allow the establishment of multi-operator and multi-modal ticketing schemes. Local authorities can specify (among other things) the technology to be accepted (e.g. contactless bank cards, mobile technology, smart cards).

- 2.7** The introduction of these other initiatives e.g. a Partnership Agreement or ticketing scheme are Combined Authority decisions of which the Mayor is a voting member, but does not have a casting vote (unlike franchising), so if the Mayor were in the minority the initiative could still proceed, carried by the majority.
- 2.8** In addition, the TfN constitution requires either the Mayor or the Member with responsibility for transport to be the representative on the TfN Board. The decision as to who will undertake that role will be reviewed by the Mayoral Combined Authority following the election.

3. Consideration of alternative approaches

- 3.1** These powers and functions are laid out in the Bus Services Act 2017 and the constitutional arrangements for mayoral combined authorities and Transport for the North.

¹ Mayor plus two other Members if South Yorkshire decision only.

4. Implications

4.1 Financial

There are no financial implications as a result of this report.

4.2 Legal

There are no legal implications as a result of this report.

4.3 Risk Management

There are no risks associated with this report.

4.4 Equality, Diversity and Social Inclusion

None as a result of this report.

5. Communications

- 5.1** There are no key messages that need communicating as a result of this paper. External communications arising from the appointment of a Mayor for the SCR Combined Authority will be managed by the SCR Executive Team.

6. Appendices/Annexes

- 6.1** None.

REPORT AUTHOR POST

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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: