

TRANSPORT EXECUTIVE BOARD**Date: 10th May 2018****Venue: Town Hall, Sheffield****Time: 14:00-16:00****Sheffield
City Region****COMBINED
AUTHORITY****AGENDA**

Items	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.	SCR Transport Strategy Consultation Summary	Paper	Chloe Shepherd, SCR
Updates			
6.	SCR Integrated Public Transport Network Study (SCRIPT)	Verbal	David Budd, SCR
7.	HS2, including Parkway and Growth Strategy	Verbal	Mark Lynam, SCR
8.	Transport for the North issues	Verbal	David Budd, SCR
9.	Delivery Plan dashboard	Verbal	David Budd, SCR
Actions & Forward Planning			
10.	Agree actions & Summary for Resolution Log	Verbal	Chair
11.	AOB	Verbal	All
DATE OF NEXT MEETING – 28th June 2018			

SCR CA Executive Board

DOCUMENT HISTORY COVER SHEET

DOCUMENT DETAILS

DOCUMENT DETAILS
CREATOR Chloe Shepherd
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VERSION	DATE	SAVED BY	NOTES
1	25/04/18	Chloe Shepherd	First draft for comment
2	26/04/18	David Budd	Second draft update
3	27/4/18	Chloe Shepherd	Third draft
4	29/04/18	David Budd	Update for Director of Commissioning
5	1/5/18	Chloe Shepherd	Amends to running order
6			

APPROVALS REQUIRED BY

APPROVAL REQUIRED BY	DATE
Executive Director	
Monitoring Officer	
Chief Finance Officer	

Board Paper Instructions

- Before commencing the preparation of a paper, please ensure that your Director is aware that it will be on the agenda for the meeting.
- Please read the guidance for preparing a paper below and contained within the body of the template.
- 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
- Use the format set out below to structure your paper. Noting:
 - Papers should be less than 4 pages long with additional material in an annexes;
 - Recommendations should be self-contained and specific given they will be used in the minutes;
 - Pages should not be numbered (they will be numbered for the final .pdf paper pack);
 - Paragraphs must be numbered correctly;
- Ensure that your Director and subsequent approvers receives the paper in good time to comment on and approve within the timescales set out above.

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

TRANSPORT EXECUTIVE BOARD

10/5/2018

SCR TRANSPORT STRATEGY CONSULTATION UPDATE

Purpose of Report

To provide an update on the SCR Transport Strategy Consultation ahead of the final consultation report and outline the next steps to CA approval.

Thematic Priority

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

Freedom of Information

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

Recommendations

This report is for information and to inform Board members of the progress being made in relation to the SCR Transport Strategy, following conclusion of the public consultation, and outlines the process to be followed through to adoption.

1. Introduction

- 1.1** The SCR Transport Strategy has been updated to reflect changes to the policy environment, the formation of Transport for the North and the introduction of significant infrastructure projects like HS2. The SCR Transport Strategy is a statutory document and has been the subject of a 12-week public consultation, which began 8/1/18 and closed 1/4/18. This report offers insight into the channels used to promote the consultation, an overview of the responses received and the subsequent steps in agreeing the final version of the SCR Transport Strategy.

2. Proposal and justification

- 2.1** The consultation launched on 8/1/18 and closed on 1/4/18. A combination of posters and stand-up display banners was placed in libraries, transport interchanges and First Point centres across the region, to try to reach a wide audience. SCR also worked with partners and stakeholders to raise awareness through meetings and shared networks. The Executive team attended a variety of meetings to engage a diverse cross section of people

in the process including (but not limited to) cycle forums, Help the Aged, ward councillor forums and the Chamber of Commerce.

- 2.2** The opportunity was also taken to utilise Transport for the North's public consultation on the TfN Strategic Transport Plan, to promote the SCR Transport Strategy consultation and to demonstrate the complimentary, inter-connected nature of the 2 documents. This approach included events held at Sheffield City Hall and at Doncaster Sheffield Airport.
- 2.3** Overall 286 people completed the online survey with 5 hard copy responses also received. These were manually input at the end of the consultation so they would be reflected in the analysis. The submission of written responses was enabled through the dedicated email inbox. The SCR received 43 written submissions via email from a combination of 15 individuals, 21 interest groups and 7 of our partners.
- 2.4** The consultation focussed on the completion of an online survey, which asked 9 questions including the provision of feedback on the goals and policies of our Transport Strategy. There were two opportunities for open comments in the questionnaire. The first free-form question asked respondents to comment on our goals and Question 6 was an open question inviting comments on the transport system within SCR and if there was one thing that the respondent would do to improve this.
- 2.5** Overall, broad support has been received for the goals and policies proposed in the strategy, with the breakdown of the responses attached at Appendix A. The questions drawing the highest amount of support (the highest number of 'strongly agree' responses), involve the quality of our outdoors, the creation of attractive places and improving access to jobs. The questions receiving fewer responses and lower levels of support are based around technology and innovation. This is reflected by the spread of responses across all categories in question 5.
- 2.6** Question 6 allowed respondents to submit a freeform response to the contents of the strategy. All respondents took the opportunity to answer this question and due to the volume of responses received, a word cloud has been used to visually display the information collected in Appendix A. Topics raised include (but are not limited to) feedback on the current HS2 proposals, local bus connectivity, the cost of public transport and managing the impact of planned development across the City Region.
- 2.7** Question 7 asked respondents about where they travelled from and to. Over 70% (201) of the responses answered Sheffield, with the remaining responses closely distributed across the remaining three South Yorkshire Districts. The response to this question was monitored throughout the consultation process to help inform the communications activity supporting the consultation.
- 2.8** SCR also produced an animation to support the Transport Strategy consultation process. This was circulated through our social media channels to encourage participation from those who may not usually engage with this type of process. At the time of writing, the animation has been viewed 365 times on YouTube.

3. Consideration of alternative approaches

- 3.1** Having been required by legislation to undertake a statutory consultation on the Transport Strategy refresh, SCR now has a duty to review the consultation responses received and give them all due consideration, in collaboration with local authority partners.

- 3.2** Since the consultation closed on 1st April, the SCR Executive Team have been working through the responses received, capturing and cataloguing the comments. Once this exercise is complete, this information and all relevant analytics will be presented in a full consultation summary report.
- 3.3** The consultation summary will then be used to inform the updating and iteration of the draft SCR Transport Strategy through the re-establishment of the officer working group which over-saw the production of the consultation draft. During this period, it is anticipated that engagement will take place with the appointed SCR Mayor, for whom the Transport Strategy will be their statutory regional transport plan.
- 3.4** Upon completion of the updating process, a draft Final Transport Strategy will be presented to the Combined Authority for approval, at which point it would be formally adopted. At this stage it is envisaged that approval will be sought in late Summer 2018.

4. Implications

4.1 Financial

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

4.2 Legal

There are no financial implications as a result of this report

4.3 Risk Management

There are no major risks associated with this report

4.4 Equality, Diversity and Social Inclusion

None

5. Communications

5.1 None

6. Appendices/Annexes

6.1 Appendix A – Aggregate Survey Results

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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:

Online Survey Results

Q1 - Answered by all 286 respondents

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

	Agree	Neither agree nor disagree	Disagree	Total
Support inclusive economic growth	68.42% 195	13.68% 39	17.90% 51	285
Create healthy streets where people feel safe	71.43% 200	10.00% 28	18.58% 52	280
Improve the quality of our outdoors	72.44% 205	9.89% 28	17.66% 50	283
Promote, enable and adopt different technologies	63.96% 181	21.55% 61	14.48% 41	283

Q2 – Answered by 284 respondents - Skipped by 2

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

	Agree	Neither agree nor disagree	Disagree	Total
Improve access to jobs, markets, skills and supply chains	72.44% 205	12.37% 35	15.19% 43	283
Enhance productivity by making our transport system faster, more reliable and more resilient	69.26% 196	8.13% 23	22.61% 64	283
Invest in integrated packages of infrastructure to unlock growth and support Local Plans	64.31% 182	17.31% 49	18.37% 52	283

Q3 - Answered by 282 respondents - Skipped by 4

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

	Agree	Neither agree nor disagree	Disagree	Total
Make our streets healthy places where people feel safe	70.9% 195	10.18% 28	18.91% 52	275
Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel (walking and cycling)	65.49% 184	10.68% 30	23.84% 67	281
Improve sustainable and inclusive access to our green and recreational spaces	69.64% 195	12.50% 35	17.86% 50	280

Q4 - Answered by 281 respondents – Skipped by 5

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

	Agree	Neither agree nor disagree	Disagree	Total
Actively improve air quality, especially in designated Air Quality Management Areas (AQMAs)	70.11% 197	13.52% 38	16.37% 46	281
Deliver a low carbon transport network, including a zero carbon public transport network	69.89% 195	14.70% 41	15.41% 43	279
Work in tandem with the planning and development community to create attractive places	72.85% 204	13.21% 37	13.93% 39	280

Q5 - Answered by 283 respondents – Skipped by 3

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

	Agree	Neither agree nor disagree	Disagree	Total
Be at the forefront of transport innovation	59.79% 168	19.93% 56	20.29% 57	281
Enable different solutions to create a fully integrated and inclusive transport service	64.67% 183	16.61% 47	18.73% 53	283
Adopt technology solutions to stimulate change	62.06% 175	21.28% 60	16.66% 47	282

Q6 - All 286 respondents chose to answer this section

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

The comments have been downloaded and saved in Appendix B. The word cloud below offers an illustration of the comments received.

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



Q7 - Answered by 284 respondents – Skipped by 2

“About you – where do you travel from and to?”

Location	Percentage	Total
Barnsley	21.48%	61
Doncaster	23.24%	66
Rotherham	23.59%	67
Sheffield	70.77%	201
Other	22.89%	65

Q8 – Answered by 284 respondents – Skipped by 2

“Do you have a particular transport interest? Please tick all that apply”

Mode	Percentage of Responses	Total no. of Responses
Bus	56.69%	161
Rail	63.03%	179
Walking	48.24%	137
Cycling	29.58%	84
Car	50.35%	143
Taxi	10.92%	31
Tram	38.38%	109
Motorcycle	3.87%	11
Freight	3.17%	9
Community Transport	7.39%	21
Other	8.45%	24

Q9 – Answered by 284 respondents – Skipped by 2

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

Mode	4 – 5 Days a week	2 – 3 Days a week	Once a week	Once a fortnight	At least once a month	Occasionally	Never	Total
Bus	19.34% 53	14.60% 40	10.22% 28	3.28% 9	7.30% 20	28.47% 78	16.79% 46	274
Rail	9.12% 25	6.57% 18	14.60% 40	7.66% 21	18.25% 50	37.96% 104	5.84% 16	274
Car (passenger)	12.55% 30	20.50% 49	17.57% 42	4.60% 11	3.77% 9	30.13% 72	10.88% 26	239
Car (driver)	46.18% 127	21.45% 59	6.55% 18	2.18% 6	1.45% 4	2.91% 8	19.27% 53	275
Walk (at least 20mins a day)	49.64% 138	24.46% 68	13.31% 37	1.08% 3	1.08% 3	6.12% 17	4.32% 12	278
Cycle	4.53% 12	7.17% 19	7.55% 20	4.53% 12	1.89% 5	24.15% 64	50.19% 133	265
Taxi	0.77% 2	1.53% 4	8.05% 21	6.13% 16	11.11% 29	49.81% 130	22.61% 59	261
Lorry/van	1.97% 5	0.79% 2	0.39% 1	0.79% 2	0.39% 1	6.69% 17	88.98% 226	254
Motorcycle	0.79% 2	1.18% 3	0.39% 1	0.39% 1	0.00% 0	2.76% 7	94.49% 240	254
Tram	6.92% 18	6.54% 17	10.38% 27	6.54% 17	6.92% 18	38.08% 99	24.62% 64	260
Community Transport	1.20% 3	0.40% 1	1.20% 3	1.20% 3	0.80% 2	6.80% 17	88.40% 221	250

Transport Delivery Plan

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

Last updated on

Programme Status

Number of at risk projects

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. SYPTPE have commissioned a consultancy report to understand reasons for continuing patronage decline in SCR.
Transforming Cities Bid	David Budd	Sheffield City Region	Develop first stage Transforming Cities bid submission to DfT	●	Spring 2018	Summer 2018	Securing buy-in to an agreed corridor geography	Discussions held with local authority partners and SYPTPE. Progress made towards securing consultancy support for the SCR bid submission.

Transport Delivery Plan

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

Last updated on

Programme Status

Number of at risk projects

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

Programme Status

Number of at risk projects

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
Sheffield-Leeds NPR Growth Corridor	Alex Forrest	Transport for the North	Submission of NPR SOBC to DfT	●	Summer 2016	Summer 2025	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.
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.
Understand the Potential for Tram-Train	Stephen Edwards	Network Rail	Opening/launch of tram-train.	●	Spring 2013	Summer 2022	Planned period of testing highlights issues which leads to further delay prior to launch.	Launch planned for Autumn 2018, following energisation of the system over summer 2018.

Transport Delivery Plan

Faster journey times to London and other major towns and cities

Last updated on

Programme Status

Number of at risk projects

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 current 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

Programme Status

Number of at risk projects

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.