

TRANSPORT EXECUTIVE BOARD
Date: 5th July 2018
Venue: Meeting Room 2, 1st Floor, Sheffield
Time: 14:00-16:00



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.	Community Transport in South Yorkshire	Paper	Ben Gilligan, SYPTE
6.	Transport for the North Core Programmes and Priorities	Paper	David Budd, SCR
7.	NPR Capacity Management for Sheffield Midland	Paper	Colin Chick, SCR
Updates			
8.	HS2 Growth Strategy for Sheffield City Region	Verbal	Mark Lynam, 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 – TBC

TRANSPORT EXECUTIVE BOARD

05 JULY 2018

COMMUNITY TRANSPORT IN SOUTH YORKSHIRE

Purpose of Report

- To provide an update to Sheffield City Region Transport Executive Board on the performance of Community Transport Services in South Yorkshire.
- To seek the Board's approval for South Yorkshire Passenger Transport Executive (SYLTE) to consult with users to assist SYLTE in determining how we should prioritise future years Community Transport services budget allocation against a background of savings requirements.

Thematic Priority

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

Freedom of Information

Section 1.2 and Appendix A of this paper are potentially exempt from [Part II of the Freedom of Information Act 2000](#) due to the inclusion of commercially sensitive fare income

Recommendations

That the Transport Board endorse SYLTE's proposal to consult with Community Transport Users to enable SYLTE to continue to provide services that best meet the needs of users within the context of a reduced budget.

1. Introduction

- 1.1** Community Transport provides flexible and accessible community led solutions in response to unmet local transport needs. In South Yorkshire it fills many gaps that exist in the core commercial and tendered markets.
- 1.2** Community Transport Services are delivered throughout South Yorkshire with financial support from SYLTE (£1.657m for financial year 2018/19). This grant is supplemented by the income received from the fares paid by the users. In financial year 2017/18 the total fares income was £0.571m.
- 1.3** Community Transport services are managed under the Service Level Agreement between SYLTE and Sheffield Community Transport who, as lead operator, sub-contract a proportion of the countywide operations to 6 other Community Transport operators who operate on a

not for profit basis. Under the terms of the SLA, the CT operators are required to report a range of key performance indicators e.g. mileage, income, gender, age. A summary of the operators, patronage and income is attached as **Appendix A**.

1.4 The rationale behind the provision of funding in this manner is to provide continuity of approach across a number of different Community Transport operators that carry out a wide range of transport related activities, many of which are entirely independent of SYPTTE, and in order that they utilise a pool of vehicles and paid and volunteer drivers as a shared resource to deliver services to the community in an effective manner.

1.5 The SLA was established in 2007 to bring in a consistency of service offer across South Yorkshire. ShopperBus, Dial-a-Ride and Group Travel services are provided in all Authority areas and buses have been put under a corporate 'Door2Door' livery to make them instantly recognisable. ShopperBus and Dial-a-Ride operate 9am to 5pm and these are supplemented by a group hire service. Fares have been standardised to a fixed charge for a return trip on Shopper Bus services (currently £2.50) and a variable cost based on miles travelled on Dial-a-Ride. A summary of each service type, which all require pre-booking, is set out below:

- **ShopperBus** - This is a Door-2-Door service offering at least 2 weekly services from each local area, to a local village/town centre and a local supermarket. Trips have to be booked in advance and are charged at £2.50 per return journey;
- **Dial-a-Ride** - These are individual journeys, picking passengers up from home and taking them to a destination of their choice, and are charged at variable mileage costs, from £2.50 for journeys up to 2 miles, £3.10 for up to 4 miles, £3.60 for journeys up to 6 miles, with an additional cost of £0.90 per mile for each additional mile over 6 miles. The charging regime is to encourage greater use of ShopperBus services where possible as these are cheaper to deliver by comparison
- **Group Travel** - All the operators provide a group hire facility, whereby CT vehicles are available for hire to pre-registered community groups, either on a 'with driver' or 'without driver' basis. Typically, this facility provides transport to elderly persons' lunch and social clubs. The 'without driver' option is only provided to groups who can provide their own MiDAS-qualified driver (SCT will provide training if required). Group Travel is charged at £2.00 per hour and £1.50 per mile (minimum charge £25.00). This generated £217,000 in 2017/18.

Typically, users are frail elderly over 80 years of age (55% of users) and people with a range of disabilities (90% of users)¹.

1.6 The purpose of the report is to seek approval to undertake a consultation exercise with the users of Community Transport services in order to identify which services are most valued and allow us to propose changes that have minimal impact on service users.

2. Proposal and justification

2.1 It is proposed that SYPTTE consult with users over a 6-week period to seek their views on which of the services are of most value to them and in doing so, enable SYPTTE to determine and agree options for 2019/20 and the future, taking into account the need to deliver savings and maintain some form of service provision. The findings of the consultation will influence

¹ Data gathered in 2016

the hierarchy of priorities for the continued provision of services as well as the final options for making savings if these are required.

- 2.2 This area has not been subject to budget reductions since 2014/15, however in May 2017 and May 2018, fares were increased to ensure users covered a greater proportion of the costs of the service. There is therefore a need to take a further look at the services in the light of current market conditions.

3. Consideration of alternative approaches

- 3.1 SYPTE believe that consultation with users is essential in determining future service provision as this will give a real insight into users' priorities. Previous consultation was undertaken in 2016 to assist SYPTE to determine areas of potential savings in 2017/18, however as SYPTE were not required to make savings on CT these were not progressed.

SYPTE believe that further consultation is needed as the findings from 2016 may no longer be a relevant barometer of current users' views, therefore no alternative approaches are proposed ahead of this proposed consultation.

4. Implications

4.1 Financial

SYPTE do not have specific financial savings in mind for this area of spend, however there is a need to review all areas of discretionary expenditure in the light of the need to meet the savings targets dictated by the Medium Term Financial Strategy whereby the SYPTE revenue budget reduces by 2% per annum. Community Transport's budget comprises 21% of the supported service budget which is £7.3M.

4.2 Legal

None at this stage.

4.3 Risk Management

Failure to deliver savings in this area will potentially require additional savings from other budgets.

4.4 Equality, Diversity and Social Inclusion (Equality Act - Public Sector Equality Duty)

A full Equality Impact Assessment will be undertaken in respect of any proposed changes in the provision of services arising from the findings of the consultation with users.

5. Communications

- 5.1 SYPTE propose to advise key stakeholders of the proposed consultation during week commencing 9 July 2018, thereafter we will write to all registered community transport registered users explaining the reasons for the consultation. A top-level summary of the consultation findings and proposed changes to service provision will be reported to a future Transport Executive Board.

- 5.2 It is recognised that these proposals may attract some negative coverage from the media and amongst stakeholders due to the demographic of those likely to be impacted by any

potential reduction in service. At this stage, it will be emphasised that these are proposals with no firm decision having been made.

6. Appendices/Annexes

6.1 Appendix A - Summary of CT operators, patronage and income by district

REPORT AUTHOR **Andy Wright**
POST **Bus Services Manager**

Officer responsible Ben Gilligan, Director of Public Transport

Organisation South Yorkshire Passenger Transport Executive

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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

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Transport 17 (Sheffield)	10746	£ 19,507
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Total for all Operators	263130	£ 571,281
Total Grant Payments		£ 1,657,215
Grand Total (fare plus Grant)		£ 2,228,496

TRANSPORT EXECUTIVE BOARD

05 JULY 2018

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TRANSPORT EXECUTIVE BOARD

5 JULY 2018

TRANSPORT FOR THE NORTH PROGRAMME UPDATE

Purpose of Report

To provide members of TEB with an update on Transport for the North's Strategic Transport Plan Development and advise on the status of its core elements, including the Southern Pennines Strategic Development Corridor work, which has recently commenced.

Thematic Priority

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

Freedom of Information & Section 12A of the Local Government Act 1972

Executive Boards do not make decisions on behalf of the CA therefore are not made available under the Combined Authority Publication Scheme.

This paper is not exempt and would be made available under the Freedom of Information Act.

Recommendations

That members of TEB note the progress towards adoption of TfN's Strategic Transport Plan - the associated timescales, and consultation feedback on the core programme components, including the Southern Pennines Strategic Development Corridor.

1. Introduction

- 1.1** Transport for the North was established as the country's first sub-national statutory transport body (STB) in April 2018, and is tasked with setting out the requirements of the pan-Northern Transport Network through the development of the TfN Strategic Transport Plan.
- 1.2** Transport for the North is governed by a Board, on which SCR's member representative is Mayor Jarvis, Chair of the Combined Authority. The TfN Board also includes the SCR LEP Board representative for transport, as a co-opted member.

2. Proposal and justification

- 2.1** TfN undertook a 12-week public consultation on the draft Strategic Transport Plan in early 2018. The consultation included events held in Doncaster and Sheffield within SCR. In total 563 responses were received, including 339 using the online questionnaire. A consultation summary report has been produced by Ipsos Mori and is due to be signed off by the TfN Board on 28 June 2016.
- 2.2** Sheffield City Region submitted a consultation response on behalf of the region, taking on board the comments of Local Authority and private sector partners. A separate response was also submitted by Doncaster Metropolitan Borough Council. Since the consultation close, TfN have met with all Northern Regional Partners to discuss the responses received.
- 2.3** The following is a summary of the key findings, comments and potential changes arising from the STP public consultation, grouped by key programme areas.
- Overall Strategy:** 88% 'strongly support' or 'support' the STP vision, with 78% strongly supporting or supportive of the process to develop the STP. 77% 'strong support' or 'support' for the strategy in its current form.
- 2.4 Northern Powerhouse Rail:** 79% agree with the emerging vision for NPR. However, it has been recognised that there is a need for NPR to be seen within the context of the wider Long-Term Rail Strategy – with the former being a subset of the latter. It is possible that as a consequence of the consultation responses and subsequent partner discussions, that the NPR network presented as part of the Strategic Outline Business Case will avoid the distinction between NPR Stations and 'other significant economic centres' (OSECs).
- 2.5 Major Route Network:** 67% agree with the development of a major route network for the North. Having a separately defined MRN for the North, compared to the DfT's version would be confusing and counter-productive. As a consequence, TfN are currently attempting to reach agreement with DfT over a compromise, however this is likely to be closer to Government's vision for a MRN.
- 2.6 Strategic Development Corridors (SDCs):** 60% agreed with the process of identifying SDCs, which is the lowest support of any area of the plan. The main concerns reflect a perceived lack of information about specific, local places, which creates an impression that the Plan may not deliver in all areas of the North.
- 2.7** The timeframe for completion of the Strategic Transport Plan is for final TfN Board sign-off in December 2018, following a period of updating based on the comments received, and the incorporation of NPR and SDC interventions in October 2018. SCR will actively engage in this process through attendance at the STP Programme Board, and through the established Executive and TfN Board Governance arrangements.
- 2.8** The final STP will be supported by an initial long-term investment programme, which will set out the indicative £60bn investment ask for the lifetime of the strategy through to 2050.

The long-term investment programme will be a sequenced list of interventions for design, development and delivery and will be based on the following:

- Strategic Outline Case for the SDCs. For SCR this is predominantly the Southern Pennines SDC, and would include such as the DSA rail link;
- NPR SOBC interventions;
- Strategic Road Study outputs. For SCR this is particularly the Trans Pennine Tunnel study and wider connectivity package;
- Major Road Network proposals (for Northern MRN).

- 2.9** Work on the Southern Pennines SDC, which has been jointly commissioned with Yorkshire to Scotland, has now commenced, with a consultant team in place to support TfN. An initial stakeholder workshop was held with LA partners on 13 June 2018, with the aim of identifying key issues and developing a long-list of potential interventions. The Southern Pennines SDC will ultimately provide a Strategic Outline Plan of sifted interventions which will inform the long-term investment programme. SCR will continue to engage through the stakeholder events, but also through the Project Board, which SCR attend and host.
- 2.10** With regards to the Strategic Highway Studies, the Department for Transport (DfT) has confirmed funding for further assessment of the Trans-Pennine Tunnel (TPT) and the closely associated Wider Transport Connectivity Assessment (WTCA), which will explore the feasibility of a shorter tunnel option with complementary improvements in the wider area. The tender has now been awarded by Highways England to WSP, and this work will be completed by the end of 2018. The work will be governed by a Project Board, on which SCR will have a representative. The Trans Pennine route study was the subject of a separate report to TEB on 29 March 2018.
- 2.11** In relation to the TfN Integrated and Smart Ticketing programme, approval of the phase 3 outline business case was provided by the DfT on 3rd May. Phase 3 is the implementation of a 'back office' which will enable customers to use contactless bank cards to travel on multiple transport modes across the north. This should lead to a substantial increase in activity in this area, for which SYPTE are the SCR regional lead body. Phase 1 is the introduction of smart and integrated ticketing on the rail network, whilst phase 2 is the provision of enhanced real time customer information (including disruption messaging), using data sharing across networks.

3. Consideration of alternative approaches

- 3.1** As a statutory sub-national transport body, TfN have put in place an agreed governance and engagement model across the various programmes on which they lead. SCR regularly engage with, and continue to challenge where appropriate, the various work-streams so as to ensure realisation of the greatest benefits for SCR and its partners.

4. Implications

4.1 Financial

There are no direct financial implications arising from this report.

4.2 Legal

There are no direct legal implications arising from this report. SCR have previously made representations on the TfN Governance and Constitutional arrangements proposed for the formation of their statutory body status.

4.3 Risk Management

The programmes and strategies referred to in this report are being developed by TfN. Transport for the North's Constitution (Clause 5.3), requires Transport for the North to "implement the risk management strategy, ensuring ownership and the active management of risk and the reporting of significant risks". Therefore, establishing and maintaining a register of Corporate and departmental / programme level risks is an essential element of effective corporate governance and is particularly important to Transport for the North given the nature of its structure and programmes.

4.4 Equality, Diversity and Social Inclusion

There are no equality, diversity or social inclusion issues arising from this report. Transport for the North have full regard for such issues in the production of their strategies, reports and plans.

5. Communications

5.1 There are no direct communication requirements arising from this report. Transport for the North have a strategic communications team who regularly engage with SCR Corporate Affairs to ensure that adequate consideration is given to regional communication requirements.

6. Appendices/Annexes

6.1 None.

REPORT AUTHOR POST

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TRANSPORT EXECUTIVE BOARD

5 JULY 2018

NORTHERN POWERHOUSE RAIL UPDATE

Purpose of Report

This report provides the Transport Executive Board with an update on Transport for the North's Northern Powerhouse Rail (NPR) programme and highlights the key issues for Sheffield City Region.

NPR is the flagship Transport for the North (TfN) long term rail enhancement programme to achieve a transformational uplift in rail connectivity between the North's six core cities. The aim of the programme is to deliver a significant reduction in journey times and increase in the frequency and quality of rail services between the six core cities to create a more accessible and unified northern economy.

The NPR programme has the potential to deliver a significant uplift in connectivity, and hence GVA, for Sheffield City Region. However, there are a number of challenges to delivering the programme in full.

Thematic Priority

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

Freedom of Information

This paper is not exempt under [Part II of the Freedom of Information Act 2000](#). However, some of the detailed NPR / HS2 work is subject to a Non-Disclosure Agreement and therefore parts of the report may be redacted.

Recommendations

Members of TEB are recommended to consider the implications of TfN's NPR programme for SCR and to provide direction and guidance on the key issues and challenges in SCR highlighted in the report.

1. Introduction

- 1.1** NPR is Transport for the North's flagship rail project, which aims to create a Northern high-speed rail network connecting northern city economies with fast, frequent train services to boost economic growth and access to employment.
- 1.2** NPR will use a combination of new lines, HS2 lines and existing lines. It will not have a dedicated fleet of NPR trains, but use existing, reconfigured and planned new services, including some HS2 services. Where existing lines are used, significant upgrades will be required on most routes. Services will mainly serve existing city centre hub stations, but in some cases new HS2 stations may be used.

- 1.3 The six core cities that are part of the NPR network are Hull, Leeds, Liverpool, Manchester, Newcastle and Sheffield. In addition, Manchester Airport and a number of other key economic centres on the network will be served by NPR.
- 1.4 The NPR Conditional Outputs for Sheffield are: 6 trains per hour (tph) to Leeds and Manchester in 30 minutes, 2 tph to Hull in 60 minutes, 2 tph to Newcastle in 90 minutes, 2 tph to Liverpool in 50 minutes and 2 tph to Manchester Airport in 30 minutes.
- 1.5 TfN is currently developing a Strategic Outline Business Case (SOBC) for the NPR network which will be submitted to the Secretary of State (SoS) for Transport later this year. The SoS will then decide whether to approve the programme and fund further work. If approved, the network is planned to be completed by 2043.

2. Proposal and justification

- 2.1 There is a strong evidence base to show the significant agglomeration benefits of better connecting the Sheffield City Region economy with Manchester and Leeds, in particular. Given their proximity and size, existing rail frequencies and journey times between Sheffield and these two major northern cities are currently very inadequate.
- 2.2 Development work on the NPR programme has been on-going for two years. The NPR programme is co-cliented by TfN and the DfT. The work has been overseen by a governance process led by TfN and involving regional stakeholders including SCR.
- 2.3 The NPR programme forms a key plank of TfN's draft Strategic Transport Plan, and supports their draft Long-Term Rail Strategy. NPR also has strong synergies with HS2, and is therefore being developed closely with that work programme. Early work has focussed on ensuring the NPR 'touchpoints' are included in the HS2 Phase 2b Hybrid Bill.
- 2.4 An over-riding concern of SCR is that the original conditional outputs (COs) agreed for NPR are not being planned for in full as far as Sheffield (and as a consequence neighbouring cities) is concerned. This particularly affects the COs for Sheffield to Manchester and Sheffield to Leeds, but also for Manchester Airport and Liverpool.
- 2.5 The COs for Sheffield to Manchester and Leeds specify a frequency of 6tph in 30 minutes. However, TfN's Indicative Train Service Specification (ITSS) specifies 4tph.
- 2.6 TfN continue to state publicly that the CO for these corridors remains 6tph. When challenged on this, TfN argues that the SOBC specification is simply to get the project through the next stage of Government approval and then the COs can be re-visited.
- 2.7 SCR's concern is that the funding envelope for NPR is already being squeezed for the SOBC in response to DfT pressure. It is therefore unlikely that after approval of the SOBC, significant additional funding will be found to allow these COs to be enhanced.
- 2.8 The issue from an SCR perspective is not so much the reduction in the CO frequency on these corridors, as 4tph may be adequate. The issue is the disconnect between the SOBC work and the public statements by TfN on the COs.
- 2.9 There are also some challenges in meeting the CO journey time targets for a number of Sheffield's NPR corridors. These are discussed in more detail below.
- 2.10 **Sheffield-Manchester** has a CO of 6tph in 30 minutes. Early NPR work was considering building a new line between Manchester and Sheffield and Leeds (the 'Y' route) which would have involved a new tunnel under the Pennines. However, the cost and engineering challenges of this new line meant that it was all but ruled out, although TfN insist it is still 'on the table'. One of the reasons this new line has been all but ruled out is that West Yorkshire Combined Authority campaigned for NPR to serve Bradford as well

as Leeds, so TfN are now looking at options for a direct route between Manchester and Leeds that also serves Bradford but wouldn't then be able to serve Sheffield as well.

- 2.11** Therefore, TfN are now focussing the work for this corridor on an upgrade of the Hope Valley Line. This is likely to involve a number of localised schemes to increase the line speed and capacity to enable 4 fast tph in each direction as well as the stopping service and freight trains that serve the Hope cement works. Options are being considered to divert other freight trains onto alternative routes. This route upgrade is projected to deliver close to, but not quite, the 30 minute journey time CO.
- 2.12** **Sheffield-Manchester Airport** has a CO of 2tph in 30 minutes. However, no new line is planned direct to the airport from Stockport, so trains will have to go via Manchester Piccadilly to the airport. Given that trains between Sheffield and Manchester are unlikely to achieve a 30-minute journey time, there is no prospect that they will get to the Airport in 30 minutes, especially using the existing 'classic' line between Piccadilly and the Airport. SCR has asked TfN to clarify how this CO will be achieved.
- 2.13** **Sheffield-Liverpool** has a CO of 2tph in 50 minutes. This corridor will be served by 2tph that also serve the Sheffield-Manchester corridor. Meeting the journey time aspiration will be a challenge given the difficulties of meeting it between Sheffield and Manchester and the fact that these trains will not use any HS2 infrastructure as they will not be electric.
- 2.14** **Sheffield-Leeds** has a CO of 6tph in 30 minutes. TfN's SOBC work is assuming 4tph on this corridor, to be provided by HS2 trains which will utilise the 'Northern Loop' and HS2 line from Clayton Junction. It is predicted that the CO journey time of 30 minutes can therefore be met, even with one intermediate stop.
- 2.15** The key challenge for this corridor is accommodating the 4tph HS2 trains on the constrained line between Sheffield and Swinton. Network Rail have been undertaking detailed work for TfN on options to enable four HS2 tph to run alongside the local and regional services and freight trains. Key capacity constraints are the 'flat' junctions for the Rotherham Central loop and at Meadowhall and Swinton.
- 2.16** Network Rail have proposed a package of options that minimises the need for expensive grade separated junctions which it is considered would undermine the business case for NPR. This includes converting some local services to tram-train, which would reduce conflicting moves at junctions. These would complement the Rotherham Parkgate tram-train to give 6tph at Rotherham Central. Tram-train would also reduce the pressure on Sheffield Midland station, which is another key constraint.
- 2.17** Network Rail propose a new station on the mainline at Rotherham to allow HS2 / NPR and other longer distance services to stop there. This would give Rotherham direct rail connectivity to London, Birmingham, Leeds, Manchester and Manchester Airport, Hull and potentially other places such as York and Newcastle.
- 2.18** It is proposed that there could be two intermediate stations for HS2 / NPR trains between Sheffield and Leeds, which could be a combination of Meadowhall, Rotherham mainline and a new Dearne Valley parkway near Goldthorpe. It is likely that two trains would stop at one and two at the other. SCR has an opportunity to express a preference as to which two station options are taken forward before the NPR SOBC is finalised in September.
- 2.19** In order to provide an easy connection from Rotherham mainline station to Rotherham Central, a new tram-train stop could be built close to the Rotherham mainline station. In order to mitigate the loss of some local connectivity at Swinton through use of tram-train it is proposed to stop some regional trains there, while additional tram-train stops could also be provided to serve Kilnhurst and Swinton.
- 2.20** **Sheffield-Newcastle** has a CO of 2tph in 90 minutes. This CO is proposed to be met by two HS2 trains per hour from Sheffield continuing north from Leeds to Newcastle. This requires the HS2 trains to leave the HS2 line east of Leeds city centre. A new HS2

junction to enable this is proposed at Stourton, but is proving challenging in terms of cost and engineering. Alternative solutions are being considered by TfN and DfT.

2.21 Sheffield-Hull has a CO of 2tph in 60 minutes. This is proposed to be met by a reconfiguration of existing services via Doncaster and Selby. Network Rail development work predicts that the journey time can easily be met even with up to two intermediate stops. It is therefore proposed that these NPR trains would stop at Doncaster.

2.22 Sheffield Midland Station is an NPR hub station, and is being looked at as part of the above corridor packages in terms of its capacity to accommodate the additional NPR / HS2 trains as well as existing and future planned services.

3. Consideration of alternative approaches

3.1 As part of the NPR SOBC development work, a number of alternative options are being considered for each corridor and hub station. These options are being carefully sifted in collaboration with partners, to ensure the most optimal solutions go forward.

3.2 It is not considered a viable option to do nothing and fail to invest in upgrading the North's rail infrastructure, which would lead to a stagnation of the economy.

4. Implications

4.1 Financial

There are no direct financial implications for SCR of this report.

4.2 Legal

There are no legal implications for SCR of this report.

4.3 Risk Management

There are risks for SCR if the issues highlighted in the report are not resolved in time to be included in, or influence, the NPR SOBC. If SCR does not ensure that the best NPR solutions are included in the SOBC then it could lose out and the economy could suffer.

4.4 Equality, Diversity and Social Inclusion

NPR will provide improved connectivity to employment opportunities, enabling more people to access jobs and educational opportunities.

5. Communications

5.1 It will be important to manage communications and partner / stakeholder expectations on NPR, and to ensure it is reported in a positive way for SCR.

6. Appendices/Annexes

6.1 See below.

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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:

Appendix A – NPR Conditional Outputs

	Hull	Leeds	Liverpool	Manchester	Manchester Airport	Newcastle	Sheffield	
Hull		45	95	75	85	105	60	Journey Time (minutes)
Leeds	2		50	30	40	60	30	
Liverpool	1	4		20	30	110	50	
Manchester	2	6	6		10	90	30	
Manchester Airport	1	2	2	high		100	30	
Newcastle	0	4	2	3	1		90	
Sheffield	2	6	2	6	2	2		
	Frequency (trains per hour)							

Appendix B – NPR diagram, showing COs

