

## MCA - TRANSPORT AND THE ENVIRONMENT BOARD

### MINUTES OF THE MEETING HELD ON:

THURSDAY, 30 JUNE 2022 AT 10.00 AM

11 BROAD STREET WEST, SHEFFIELD, S1 2BQ



### PRESENT:

Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Dominic Beck (Reserve)	Rotherham MBC
Councillor Robert Frost	Barnsley MBC
Stephen Edwards	SYMCA Executive Team
Martin Swales	SYMCA Executive Team

### IN ATTENDANCE:

Alex Forrest	Senior Programme Manager - Rail	SYMCA Executive Team
Joe Gardner	Head of Contracts	SYMCA Executive Team
Gabriella Kocsis	Minute Taker	SYMCA Executive Team
Alex Linton	Head of Transport Development	SYMCA Executive Team
Richard Sulley	Net Zero Project Director	SYMCA Executive Team
Tim Taylor	Director of Public Transport Operations	SYMCA Executive Team
Chloe Shepherd	Head of Strategic Transport	SYMCA Executive Team
Rachel Sprigg	Rail Development Manager	SYMCA Executive Team

### APOLOGIES:

Councillor Chris Read	Rotherham MBC
Councillor Mazher Iqbal	Sheffield City Council
Councillor James Higginbottom	Barnsley MBC
Sarah Norman	Barnsley MBC

#### 13 **Welcome and Apologies**

Members noted the apologies received.

P Kennan was Chair for the meeting due to Cllr Read's apology.

#### 14 **Declarations of Interest by individual Members in relation to any item of business on the agenda.**

None

#### 15 **Urgent items / Announcements**

None

16 **Public Questions of Key Decisions**

None

17 **Minutes of the last meeting**

The Chair noted that there was an error in item 7 paragraph 5; the minutes noted that P Kennan welcomed the Parkgate scheme as a way of hopefully easing congestion on the junction 33/34 bus corridor, when in fact he was referring to the M1 junction 33 and 34 corridor.

**ACTION: Democratic Services to amend the error.**

RESOLVED: That the minutes were agreed to be a true and accurate record of the meeting, apart from the error detailed above.

18 **Matters Arising / Action Log**

None.

The Chair gave a brief overview of the action log.

The Chair suggested that the agenda be amended to allow item 12, programme approvals to be taken first as M Swales had to leave the meeting early. Members agreed to the change of order.

19 **Programme Approvals**

The Head of Contracts introduced the four items for approval and four items for the board to note that were taken to the previous MCA meeting.

Members noted that two items related to the City Region Sustainable Transport Settlement (CRSTS) funding and these can only seek approval in principal at this stage as while there has been full approval of the allocation of £570 million, we are still awaiting the Department of Transport approval of the final scheme list. This is due at some point over the summer.

The following schemes were approved at the MCA so members were asked to note:

- Sheaf Valley Cycling Route
- A630 Bus Improvements
- Goldthorpe Station Access Scheme
- Elsecar Active Travel Scheme

Members noted that the Goldthorpe and Elsecar schemes came to TEB previously for approval but since this, have been changed so are seeking re-approval of the business cases.

Chair opened it up for questions from the board. There were none.

Chair thanked everyone who is working on these schemes both in the MCA and Local Authorities. From a LEP and business perspective, he is very

enthusiastic about the development of electric buses as the first stage of decarbonising the bus fleet. Additionally, the Magna tram stop scheme is very welcome as it will help to reduce congestion in that area around the M1 and will encourage the use of public transport.

Chair noted that the schemes noted above as having already been to the MCA for approval had to go straight there before coming to TEB due to short timescales. He was pleased to have been told about this at the time and given the opportunity to ask any questions beforehand.

RESOLVED: That the Board considered and endorsed the:

1. In principle progression of 'O110 Zero Emission Bus Regional Areas (ZEBRA)' FBC to MCA for full approval and award of £2.68m grant from City Region Sustainable Transport Fund (CRSTS) to South Yorkshire Mayoral Combined Authority (SYMCA) subject to the Assurance Summary attached at Appendix A1;
2. Progression of 'T21 Magna Tram Train' FBC to MCA for full approval and award of £6.54m from Transforming Cities Fund (TCF2) to South Yorkshire Mayoral Combined Authority (SYMCA) subject to the Assurance Summary attached at Appendix A2;
3. In principle approval of 'CRSTS03-1 Darton Active Travel Hub' OBC to FBC and release of development cost funding of £0.08m from City Region Sustainable Transport Settlement (CRSTS) to Barnsley Metropolitan Borough Council (BMBC), subject to the conditions set out in the Assurance Summary attached at Appendix B1;
4. Progression of 'T6 South West Bus Corridors' OBC to MCA for approval to proceed to FBC and release of development cost funding of £0.38m grant from Transforming Cities Fund (TCF2) to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix B2;
5. Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered at above.

RESOLVED: That the Board noted:

1. MCA Board has approved progression of "Sheaf Valley Cycling Route" project to full approval and award of £2.3m grant from TCF2 to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix C1
2. MCA Board has approved progression of "A630 Bus Improvements" project to full approval and award of £1.6m grant from TCF2 to Doncaster Borough Council (DBC) subject to the conditions set out in the Assurance Summary attached at Appendix C2

3. MCA Board has approved progression of “Goldthorpe Station Access” project to full approval and award of £0.55m grant from Active Travel Fund 2 (ATF2) and Gainshare to Barnsley Metropolitan Borough Council (BMBC) subject to the conditions set out in the Assurance Summary attached at Appendix C3
4. MCA Board has approved progression of “Elsecar Active Travel Scheme” project to full approval and award of £0.57m grant to Barnsley Metropolitan Borough Council (BMBC) subject to the conditions set out in the Assurance Summary attached at Appendix C4

The original agenda order was resumed.

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### **Bus Operational Update (Verbal)**

The Director of Public Transport Operations presented this item.

Members were reminded that through the course of the pandemic, public transport across the country was supported through funding from central government in various forms. Members were informed that funding would expire at the beginning of October; the absence of this funding and significant reductions in patronage levels which will present significant challenges to the viability of public transport across the region. A condition to the last funding tranche was that SYMCA must engage with bus operators to work out what a sustainable network post-September looks like.

Members were asked to note the difficulties faced in terms of the ability to secure tenders to replace services at threat of being cancelled.

Committee Members were informed that the Mayor had issued a press release on the morning prior to the TEB meeting stating that up to a third of services were at risk of either reduction or cancellation without intervention.

The MCA has written to all bus operators and received responses to the request to commence information sharing in preparation for the October reductions. The baseline of all operator service has been completed and this is being shared, in confidence, with other operators so we can understand if this has any return benefits in reducing the tendering requirements. Cost estimates have been formulated to show what the costs would be to buy back those services that are at risk of being cut. Updated costs produced using the latest known position, including inclusions of non-statutory school services have now been included on the ‘essentials’ list following discussions with local authority leaders. There is continued engagement with local authorities on the timeline and approach and sharing of latest data. This will continue into July due to the network changes and lack of commercial interest in expired tenders.

It was explained that the MCA has commenced engagement for market support on public engagement and consultation to afford members of the public the opportunity to comment on what is important to them in terms of the types of services available and the scale of reductions.

Members noted the paper being prepared to go to MCA Board on the 25<sup>th</sup> July.

This seeks to agree an approach on the financial awards commissioned and purchased through the tender process to make up for the services being reduced, as well as providing a guide to policy decisions. These papers will be public on the 15<sup>th</sup> July. The public engagement activity will go live around this time too. This consultation will be used to help decide which services to procure back through the tender process.

The Director of Public Transport Operations explained that ordinarily we would look to purchase, through our tender process, services from our operators where services are reduced. First South Yorkshire are currently operating a number of services on our behalf, on tenders that were originally due to come to an end in April, but these were temporarily extended to the end of July. We were not able to renegotiate an extension of to the end of October. In response to this, we went to market but received zero bids on seven services. On some services where we had received bids, these have had exceptionally high prices of over 1000% increases on previous contracts. We now have seven services in Rotherham and Sheffield that are either being reduced or cancelled.

Members noted that the cost of services that we have assumed to buy back far exceeds our available existing budget for the remainder of this year. The budget for 22/23 under £12 million, anticipated costs could be anywhere up to £25 million. We do have £5.1 million available in the Protection of Essential Services Revenue Fund available and how this fund will be used will be part of the paper taken to the MCA in July.

**ACTION: The Director of Public Transport Operations to share the slides with members.**

It was noted that the single biggest risk is operators not being willing to bid for work, we cannot compel operators to participate in that process.

Members noted the very short timescales for public consultation and consultation with partners and asked how differing priorities would be reconciled.

The Director of Public Transport Operations agreed that the deadline will be tight, but that resources would be made available including use of external third parties. He added that there is a risk with priorities not being aligned but he does not anticipate that the public's priorities will be too different from what the team have planned for. The challenge will be if operators are prepared to run the route which the public want to see prioritised.

It was observed that operators were struggling to retain staff, which was impacting on cost increases and their ability to bid for work. Recruitment of drivers was also problematic due to unsocial hours of work.

The Chair asked how the lack of award from the Bus Service Improvement Plan, had impacted on the continuation of services. It was noted that this would not have a direct impact as this funding should be used on new networks and other areas of improvement.

It was stressed by Members that the MCA must make it clear to the public

during consultation what is at risk and the difficult decisions that need to be taken. This was agreed and it was suggested that the tone used by the Mayor is demonstrating this.

**ACTION: TEB members to receive the press release issued by the Mayor and LEP when published.**

RESOLVED: That members noted the update presented to them and receive an update in September.

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## **Net Zero Programme Update**

The Net Zero Project Director introduced the paper and stated that it was to give an update on the MCA's progress towards its Net Zero objectives. He added that it is for information and discussion only.

Work has been undertaken in key thematic areas to meet that target. South Yorkshire's carbon emissions can be split roughly into thirds by sectors – domestic, transport and build environment (industry and commerce).

### **Domestic**

The biggest challenge is aging housing stock. Work is being undertaken by local authorities and housing associations to update their stock. It is estimated that from 620,000 households in the region, over 100,00 are classed as in fuel poverty.

### **Transport**

The Net Zero Project Director gave a brief overview of the current schemes and funding the SYMCA is receiving and working on, such as funding through the Government's Get Building Fund which is being invested in EV charge points in public areas.

### **Industry and Commerce**

The MCA are looking at how we work with our larger industrial and commercial emitters. The team is planning on holding an event later in the year to try to understand the obstacles of achieving Net Zero.

### **Nature Recovery**

Members noted that that once confirmed by DEFRA, SYMCA will become the statutory body responsible for delivering a Local Nature Recovery Strategy later in the year. This will be a geo-spatial exercise looking at the entire region and increasing biodiversity and tree cover amongst other improvements.

SYMCA will be launching the SY Sustainability Centre in collaboration with the two Sheffield Universities, four Local Authorities and other stakeholders. It will be a research hub / knowledge exchange centre to provide access to specialists who can develop sustainable solutions to carbon issues.

The Mayor is keen for the MCA to engage better with the public and asked the team to look into running a Climate Change focused Citizen's Assembly focused on testing and providing solutions. Similar schemes have been successfully run in other combined authorities.

Members emphasised the importance of cross-boundary working and how TfN's Decarbonisation Strategy was well received.

Members asked if some of the items in the paper will go to other boards. The Net Zero Project Director noted that he had taken the same paper to HIB yesterday and stressed the importance of the cross-cutting nature of SYMCA's Net Zero target and the need to work together across thematic areas to achieve it.

RESOLVED: That the Board recognises the work of the team.

22

### **Post-Integrated Rail Plan Presentation (Verbal)**

The Head of Strategic Transport introduced the item and presented some slides to members. This presentation detailed the planned response.

#### **Outcomes of IRP**

- HS2 Eastern Leg from Birmingham to East Midlands Parkway then Midland Mainline to Sheffield
- Two HS2 trains per hour from London to Sheffield in 87 minutes
- Electrification of the midland mainline to Sheffield by 2030
- Significant investment in further upgrades to the east coast mainline
- No HS2 Eastern Leg from East Midlands to Leeds or new HS2 station at Leeds
- HS2 Eastern Leg is still safeguarded pending further study on how to best serve Leeds
- Core NPR network to run from Liverpool to York
- No faster or more frequent NPR services from Sheffield to Manchester, Leeds and Hull or beyond
- New stations at Rotherham and Dearne Valley Parkway, line upgrades or regional tram-train extension are not referenced

The Head of Strategic Transport explained that behind the scenes the MCA is working with local authority officers to produce a response to the IRP. This includes:

- Developing a clear, single set of actions and narrative to strengthen SY's position – this will be set out in a Post-IRP Positioning Plan which should be coming to TEB in September
- Deploying limited resources wisely (through the IRP Technical Group)
- Avoiding an uncoordinated approach (having a single voice for the regions on Leeds Area Network Study – M Swales is our representative)
- Agreeing a series of key outcomes for the region, rather than agreeing a preferred route for South Yorkshire, against which options for the HS2 to Leeds study can be assessed

The Head of Strategic Transport set out the four potential options for getting HS2 from Sheffield to Leeds. They are only potential as the terms of reference for this study has not been seen. She asked the table what they think to the idea of agreeing a series of key outcomes rather than a preferred route? The Chair opened it up to questions and comments from members. A discussion was had by all present members and the approach was agreed.

Chair concluded that there is a need to be more upfront with the public about what the risks to the region would be if, for example, we are bypassed, and he believes that it would galvanise us as Team South Yorkshire into action.

RESOLVED: That members noted the verbal update and agreed to the approach of agreeing key outcomes, rather than an agreed route.

23

## **Rail Update Report**

The Senior Programme Manager (Rail) introduced and highlighted key parts of the paper.

### **Great British Railways**

Members noted the update on Transition to Great British Railways (GBR). The Senior Programme Manager (Rail) suggested a conversation take place around the role the MCA wants to have within the GBR at another date.

### **Restoring Railways Programme**

SYMCA has submitted five bids to the Government's Restore Your Railways programme over the past two years since its launch. Four of these were successful and were at various stages as they were submitted in three bidding rounds:

- Barrow Hill line from Sheffield to Chesterfield using an existing freight line once part of the Grand Central Line.
- New station at Waverley on the existing line to Lincoln which will serve the AMID Centre and new housing that have opened up there.
- Don Valley to Stocksbridge and involved reopening an existing freight line that goes up to the Stocksbridge steelworks for passenger trains with around five new stations along that route.
- Reopen a station in Askern along the Doncaster to Leeds line.

### **Hope Valley Line Capacity Upgrade**

The Hope Valley line upgrade is underway with workers on site.

### **Future Timetable and Service Enhancements**

Members noted that a second fast train to Leeds is being considered.

The rail timetables change twice a year and members noted the timetable update. The Senior Programme Manager (Rail) confirmed that TEB would be updated with any changes.

SYMCA is supporting Kirklees Council bid to the Levelling Up Fund for the Penistone Line from Barnsley to Huddersfield, which will also impact Sheffield.

The Rail Development Manager updated members on the issues surrounding timetable planning for May 2022. It was noted:

- Northern Rail had taken out services which make connectivity from Sheffield to Rotherham and Doncaster very sparse. Officers are working with them to reinstate these services for the December timetable.
- There was a bus replacement service in place on the Doncaster to

Scunthorpe route. Northern Rail are aiming to get this back in for December and possibly earlier.

- Trans Pennine Express (TPE) cancellations have caused major disruptions from Sheffield and Doncaster onto Cleethorpes and Manchester due to resource issues.

It was noted that following the publication of the IRP, Ministers suggested that quick wins were preferable to building new railway, something which Transport for the North also stressed in its business plan. The Senior Programme Manager (Rail) agreed and confirmed this is being looked at through the IRP response.

**ACTION: A list of rail ‘quick wins’ to be brought before the board.**

The Chair concluded by adding that Doncaster MBC is bidding for the headquarters of Great British Railway; the shortlist would be published imminently.

RESOLVED: That members reviewed the content of the report, discussed key issues and advised on any items that should be considered in more detail at future meetings.

24

## **CRSTS Programme and Levelling Up Fund Submission Update**

The Head of Transport Development introduced this item and informed the Board that it was an update only.

### **CRSTS**

The £572 million award received from CRSTS required us to work further with Department for Transport and the Treasury on three main schemes – Gateway East, Rotherham Mainline Station and Conisbrough Park & Ride. The session was very positive and provided the opportunity to go into detail on these schemes. Prior to recess on the 21<sup>st</sup> July, DfT should get back to us with written confirmation of the entire programme and in order to do that we need to resolve queries to the three schemes as raised in the meeting. SYMCA are having regular catch-up meetings with the Department for Transport to work through these issues.

There are three potential outcomes for each of the schemes:

- Full approval – this is likely for Conisbrough Park&Ride
- DfT retain an interest in the scheme
- Decline the inclusion of the project or reduce the allocation – likely to happen with the other two due to uncertainties around the schemes

### **Levelling Up Fund**

This is the second and potentially the last funding round, although this has not been confirmed. The deadline for submission is Wednesday 6<sup>th</sup> July. The bid is seeking to modernise areas of the passenger network, such as journey planning and integrated ticketing. The flagship item is the introduction of the Demand Responsive Transport (DRT) Service with three trial zones as part of this bid, which could be expanded in the future.

Once submitted, SYMCA will work on the outline business case for this because of changing guidance in May. There are no set timescales given in the changed guidance. It is anticipated that awards will be allocated towards the end of the year.

RESOLVED: That the Board provided any comment on the status of each programme as requested.

25 **Any Other Business**

None.

The Chair noted that all decisions were taken prior to M Swales leaving the meeting and the meeting was quorate up to that point.

The meeting was brought to a close.

In accordance with Combined Authority's Constitution/Terms of Reference for the Board, Board decisions need to be ratified by the Head of Paid Services (or their nominee) in consultation with the Chair of the Board. Accordingly, the undersigned has consulted with the Chair and hereby ratifies the decisions set out in the above minutes.

Signed .....

Name .....

Position .....

Date .....