

TRANSPORT THEMATIC BOARD

25/10/2019

TRANSPORT STRATEGY IMPLEMENTATION

Purpose of Report

This report provides an update on the development of the SCR Transport Strategy Implementation Plans.

Freedom of Information

This paper will be available under the Combined Authority Publication Scheme

Recommendations

The Board are asked to note the approach taken to the development of the Implementation Plans.

The Board are asked to approve the proposed Roads Implementation Plan priorities.

1. Introduction

- 1.1** As reported at previous Transport Board meetings work is underway to develop the future work programmes to take forward the interventions identified within the Transport Strategy. This report provides an update on the progress in developing these implementation plans and the intended timescale for completion.
- 1.2** Following the adoption of the Integrated Rail Plan, work is progressing on the development of the Roads Implementation Plan, the Active Travel Implementation Plan (ATIP) and Mass Transit Implementation Plan. It is proposed that these are now developed at the same time in order to maximise an integrated approach.
- 1.3** The Implementation Plans will reflect the Government's commitment to achieving a net zero greenhouse gas target by 2050 and the declaration of Climate Emergencies in Local Authorities through a clear articulation of a future where active travel is enabled, where mass transit is supported to be efficient and reliable and the focus of road investment is primarily to enable this.

2. Proposal and justification

- 2.1** Following the adoption of the Transport Strategy, SCR is working through the future work programmes to develop a pipeline of interventions in response to the vision, goals and policies described in the document. The Implementation Plans will provide this scheme level detail which will provide a comprehensive work programme for SCR and local authority partners over the next few years. The plans set out the top ten challenges with the existing rail network in the SCR and the future opportunities and needs. From these challenges and opportunities, a series of objectives have been set along with interventions for delivery that are grouped into the following timeframes;

- Interventions that are either committed for delivery, or which we need to see delivered, in the next five years
- Interventions for which we aim to complete business cases in the next five years, with the aim of these interventions being delivered from the mid-2020s onwards
- Interventions for which we will do more investigation work and develop options for, in the next five years, such that these interventions could be delivered from the late 2020s onwards.

2.4 Roads Implementation Plan

In light of rising concerns over climate change, the declaration of climate change emergencies and continued air quality challenges the emerging draft Roads Implementation Plan incorporates new transport priorities which are:

- Fit it first - focus on existing roads rather than building new ones;
- An integrated approach - redesigning roads to prioritise public transport, walking and cycling
- Environmental leadership - and delivering carbon emission reductions, improved air quality and biodiversity.

These are adopted from the Campaign for Better Transport's priorities for improving road networks. The Roads Plan's amended objectives have been fed back to Local Authority Transport leads for discussion.

Within the Roads Plan the Key Route Network for SCR is also being reviewed, and the scope of that network agreed. The Key Route Network will form an important part of delivering improved bus service outcomes and will be reflected in the Mass Transit Implementation Plan.

Stakeholder engagement is key to developing this document and partners have been asked to add detail regarding the local challenges and opportunities they are aware of, relating to the highway they are responsible for. Once the challenges and amended objectives have been finalised, work can commence on the development of the intervention mapping.

Board members are asked to approve the proposed Roads Implementation Plan priorities.

2.5 Active Travel Implementation Plan

In light of the Mayor's commitment to enabling active travel this Plan will set out a clear route map to transform cycling and walking infrastructure and opportunity in the city region within a generation.

The challenges, opportunities and objectives sections of the ATIP have been drafted and shared with partners for discussion. The plan builds on the DfT's Local Cycling and Walking Implementation Plan (LCWIP) work, which resulted in the identification of two corridors per authority area where investment should be prioritised in walking and cycling infrastructure. The ATIP will be broader than the LCWIP and will identify a region wide network of routes for investment. A series of infrastructure planning workshops have taken place with partners to identify the infrastructure needs across the region, which will form the basis of the intervention mapping.

The ATIP will also set out the supporting revenue activity required to achieve our goal of increasing active travel across the region and will articulate the design standards expected from new active travel infrastructure. The design standards will relate to plans in the Mass Transit and Roads implementation plans and joint implementation planning will enable

scheme development that incorporates multiple users. The Plan will also identify best practice in area based initiatives such as 'mini Holland' schemes which point the way to future opportunities to invest in neighbourhood schemes as well as denser developments for example around mass transit infrastructure where active travel is front and centre in their conception.

Following the receipt of partner feedback on the draft plan challenges and objectives, work will progress on the intervention mapping incorporating the outputs of the infrastructure planning workshops.

2.6 Mass Transit Implementation Plan

Discussions have begun with partners in South Yorkshire Passenger Transport Executive (SYPTTE) regarding the approach to the Bus Implementation Plan. Having considered the work taking place on the Bus Review, it is felt that the Bus Implementation Plan sections on background and challenges can be developed in parallel with the development of recommendations drafted in light of the bus review. Discussions are in the early stages and SCR will continue to work with SYPTTE on the development of this plan. Further details will be brought back to a subsequent Transport Board for discussion and agreement.

2.7 Each of the implementation plans has a degree of interaction with the other. The way that our roads are used can have a significant impact on people's ability and willingness to cycle and / or walk. Similarly, the priority given to public transport on our roads can impact timetables and constrain service provision. The synergies between the plans therefore needs to be clearly reflected in the final documents. With each plan being developed in parallel we can reflect the interdependencies between them in the language we use and by finalising the intervention mapping concurrently, we can ensure all schemes are accurately represented in their respective plans. Taking this approach SCR believes the Implementation Plans will be completed by March 2020.

2.8 Alongside the four modal Implementation Plans, there are two cross cutting issues around air quality and future mobility (considered separately at this meeting). This piece of work considers how the key innovations made in urban mobility can be harnessed to deliver SCR's Transport Strategy, Strategic Economic Plan (SEP) and Local Industrial Strategy (LIS) and identifies where SCR is uniquely placed to contribute to this agenda.

On a similar basis, SCR are seeking support to develop an air quality work programme. Air quality is currently monitored locally and reported on by our Local Authority partners. Consequently, SCR would like to understand how value can be added by taking a strategic approach air quality and carbon reduction. The application process is progressing with draft outputs expected 20/11/19 and the final report due 6/12/19.

The outputs from both these commissions will inform the content of a future mobility and air quality implementation plans respectively.

3. Consideration of alternative approaches

3.1 Following the adoption of the Transport Strategy in January 2019, there is a requirement to outline how the strategic ambitions of that document can be translated into a workplan for delivery. Consideration was given to alternative ways in which to develop such a programme, including having a single combined Implementation Plan. However, it was felt that this would result in a failure to adequately consider each of the modal issues thoroughly or give enough space to reflect on the impact of the two cross cutting topics.

4. Implications

4.1 Financial

There are no direct financial implications as a result of producing the Implementation Plans. However, once they are adopted consideration will need to be given to how the business cases for the interventions identified will be funded by SCR or individual partners.

4.2 Legal

Section 108 of the transport Act 2000 requires the MCA to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and carry out their functions so as to implement those policies.

4.3 Risk Management

Individual projects will be subject to separate bespoke risk assessments during their development and implementation.

4.4 Equality, Diversity and Social Inclusion

An Equalities Impact Assessment has been undertaken as part of the Integrated Assessment for the refreshed Transport Strategy. To ensure that the consultation process on the Transport Strategy was inclusive, the Transport Strategy documents were available in electronic, printed and accessible formats. Members of the public and transport users of all ages and socioeconomic groups were encouraged to view and comment on the draft Transport Strategy through a variety of ways.

5. Communications

5.1 As the MCA endorses each Implementation Plan, further work will be undertaken to communicate the key elements to communities across the region.

6. Appendices/Annexes

6.1 None.

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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: