

**TRANSPORT & ENVIRONMENT BOARD**

**23/10/2020**

**ROADS IMPLEMENTATION PLAN**

**Purpose of Report**

To endorse the Roads Implementation Plan and recommend approval of its adoption to the SCR MCA.

**Thematic Priority**

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

**Recommendations**

That members of the Transport Board:

- Endorse the Roads Implementation Plan and recommend approval of its adoption to the SCR MCA.
- Confirm support for the adoption of the proposed Key Route Network of regionally significant roads set out in the Plan for approval by the MCA.
- Support the proposal for Local Authorities to report on plans to align their policies with the Plan and recommend this approach to the MCA.
- Approve annual reporting by which progress towards the ambitions set out in the Plan by all partners is recorded.

**1. Introduction**

- 1.1** The Roads Implementation Plan is one of a series of Implementation Plans to deliver the policies and goals of the SCR Transport Strategy. The Roads Implementation Plan has been developed in partnership with the Local Authority Transport Leads and SYPTTE over the past year.
- 1.2.** The Plan was considered in draft at the last Transport Board meeting. This included an introduction to the Plan which aims to redress the balance amongst road users taking a new approach, to develop a network that allows public transport services to operate efficiently and create space for active travel. The Plan also sets out a Key Route Network (KRN) of regionally significant roads developed in partnership with Local Authority stakeholders.
- 1.3** On adoption the Roads Implementation Plan will provide the policy framework for investment decision making. The Plan's success relies on Local Authorities, as the local highways authorities, leading operationally on its delivery. It is therefore recommended that Local Authorities report to the next meeting of the Transport Board on the processes they intend to follow to align their policies with this Plan. The MCA Executive will also set

out proposals at the next meeting for annual reporting arrangements by which progress in delivering the Plan can be measured.

## **2. Proposal and justification**

**2.1** At present, cars are generally given priority on our roads over the needs of other users, however the Roads Plan proposes a rethink of how and what we invest in on our network, to improve the range of options for all road users. The response to the pandemic has shown that re-allocating our road space enables people to use more sustainable modes of transport. The flexible use of our roads during recent months indicates that an appropriate balance needs to be struck between the creation of new road infrastructure and making better use of the existing network. Whilst some new road infrastructure will be needed, changes in travel demand and securing the reduction in car use currently experienced on our network, will help us to meet our net-zero targets.

**2.2** To reflect these challenges, and to redress the balance amongst the users of our road network, our Plan commits to;

- Making best use of our existing roads, before building new ones
- Considering how we use the road space available for all users, not just for cars
- Redesigning roads to join up better with local transport
- Delivering carbon emissions reductions, improved air quality and biodiversity

When there are competing demands for road space, it is proposed that our decisions reflect the lessons we have learned in recent months and the focus set out above, particularly the wider objectives around promoting public and sustainable transport, which is also in line with the sustainability theme in our Strategic Economic Plan (SEP).

**2.3** To ensure our decisions reflect our Roads Plan commitments and the 'all users' approach to the network, it is proposed that a set of core principles are developed to guide investment in our road network.

These principles would support investment in roads to;

- Address congestion,
- Improve air quality and reduce carbon emissions,
- Design in measures that positively promote alternative options to the private car,
- Retrofit and enhance green infrastructure as standard,
- Apply the highest level of design and mitigation in all cases to ensure stronger protection for the landscape and heritage assets from road infrastructure,
- Ensure communities or wildlife habitats are not severed by roads,
- Incorporate environmental design principles within new or upgraded facilities to improve flood protection and reduce emissions.

On adoption the Roads Implementation Plan will provide the policy framework for investment decision making

**2.4** In developing the Roads Plan, a Key Route Network (KRN) for the SCR has been defined. The KRN reflects the important role that our road network plays in supporting the economic recovery of the SCR and the interplay between the operation of the road

network and the public transport system. The criteria for the inclusion of a route on the KRN are;

- Access to regional hubs – roads that connect the key economic centres defined in the Mayor’s Vision for Transport
- Access to key public transport hubs – roads that provide direct access to public transport hubs, interchanges or park and ride sites
- Access to Local Growth Areas – roads that provide direct access to any of the growth areas identified in the SEP that are not identified as regional hubs
- Access to non-SCR growth areas – any road which provides direct access to neighbouring areas of proposed economic activity

The proposed KRN also includes roads with an inbound frequency of 6 or more buses per hour (or either direction is linking to a SCR growth zone) – these are, and will remain, the principal public transport corridors. To this network, we have then added the Strategic Road Network (SRN) and the Major Road Network (MRN) as defined by others, to recognise the importance of these national and pan-regional connections to, and within, the SCR.

The Plan includes a proposed set of principles to govern the operation and investment in our KRN for consideration.

The Transport Board received the Road Implementation Plan in draft at the last meeting. Substantive changes to the document since then include

- Increased reference to Low Traffic Neighbourhoods to reflect the Active Travel Implementation Plan
- Increased reference to how the Roads Plan will deliver active travel
- Addition of a policy position on pavement parking following the announcement of the government’s consultation
- Revision to the drafting of sections concerning the Clean Air Zone in Sheffield to reflect SCCs consideration options in light of the significant change in the environment from when the proposals were developed.

**2.5** The SCR Devolution Deal allows for greater collaboration on the management of the KRN across the city region by the respective Highways Authorities in partnership with the SCR Mayor. Responsibility for resourcing maintenance and operational management of the network remains the responsibility of the respective highway authorities. Local Authorities are therefore in a position to lead in the delivery of this Plan. It is therefore recommended that Local Authorities report on their plans to align their policies with the Roads Implementation Plan to the next meeting of the Transport Board.

**2.6.** It is proposed that the MCA Exec team creates an annual report by which progress towards the ambitions set out in the Plan is reported.

### **3. Consideration of alternative approaches**

**3.1** The Board may not support the proposed ‘all-user’ approach to the region’s road network and the aim of redressing the balance amongst all road users. This approach would hinder the delivery of the region’s wider Transport Plan objectives as the reallocation and flexible use of road space is integral to the success of the region’s Implementation Plans.

## 4. Implications

### 4.1 Financial

There are no immediate financial implications from this report. Future decisions on the adoption of the proposals may necessitate a review of how road investment decisions are currently made

### 4.2 Legal

The development and operation of a KRN will require the parties to exercise their functions and powers collaboratively. The legal implications of specific interventions will be considered on a case by case basis

### 4.3 Risk Management

The development of the Roads Implementation Plan reduces the risk lack of coordination and prioritisation poses to the delivery of the aspirations set out in the SCR Transport Strategy.

### 4.4 Equality, Diversity and Social Inclusion

The 'all users' approach in the Roads Plan proposes a more inclusive use of the regions roads, bringing benefits for all roads users.

## 5. Communications

5.1 None as a consequence of this report.

## 6. Appendices/Annexes

6.1 Appendix 1 – The Roads Implementation Plan

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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: n/a