

Local Enterprise Partnership

04 November 2021

Transport Update

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| Is the paper exempt from the press and public? | No |
| Purpose of this report: | Discussion |
| Is this a Key Decision? | No |
| Has it been included on the Forward Plan? | Not a Key Decision |

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Alex Linton

Alex.linton@syltp.org.uk

Executive Summary

The report provides an update on key transport issues in South Yorkshire. By the date of this meeting the Bus Services Improvement Plan, which sets out the measures planned to improve bus services in South Yorkshire, will have been submitted to Government. A submission to the Government's Sustainable Transport Settlement was made and we have been notified of an award of £570m – further details are not yet available. We are also awaiting the outcome of other submissions following the Spending Review.

What does this mean for businesses, people and places in South Yorkshire?

Transport enables people to access employment, education, leisure and community facilities and supports businesses to access labour and move goods and services to market. The transport system contributes to achieving wider goals of economic growth, social inclusion and decarbonisation.

Recommendations

That the LEP Board receive the report and provide comment on business and economy issues related to transport.

Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

1.1 This report provides updates on current key transport issues to enable discussion with LEP Board members, including the Bus Services Improvement Plan, the City Region Sustainable Transport Settlement, latest activities and issues in relation to Rail and Active Travel and an update on DfT's Decarbonisation Plan

1.2 **Bus Services Improvement Plan**

The National Bus Strategy, "Bus Back Better", published in March 2021, required all Local Transport Authorities (LTAs) to produce a Bus Service Improvement Plan (BSIP) by the end of October 2021, in order to be eligible for transformational funding for local bus services from April 2022 onwards. Guidance stated that the overall aim of the document is to explain Local Transport Authority ambitions to improve buses and the plans and policies to deliver them.

1.3 The independent South Yorkshire Bus Review (led by Clive Betts MP), published in June 2020, provided a strong baseline for the preparation of the South Yorkshire BSIP. The initial BSIP covers the following elements:

- A brief description of the current South Yorkshire bus network;
- A consideration on the wider social, economic and environmental context, and the links to the policies of the MCA and the constituent local authorities that will influence the bus network;
- An outline of what we want from the South Yorkshire bus network, in terms of the main outcomes and impacts, as well as including some headline targets;

By the time of the meeting the BSIP will have been submitted to Government.

1.4 **City Region Sustainable Transport Settlement**

The City Regional Sustainable Transport Settlement is a five-year local transport settlement from DfT which incorporates or replaces existing funding streams and provides an opportunity to Mayoral Combined Authorities to deliver local transport priorities across this period.

1.5 SYMCA has been notified of an award of £570m. Further details are not yet available. The guidance identified three main objectives which Government required the submissions to serve:

- driving growth and productivity through infrastructure investment;
- levelling-up services towards the standards of the best;
- decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling

A verbal update will be provided at the meeting following discussions with DfT.

1.6 **Rail Activities and Issues**

The Government's Integrated Rail Plan (IRP) is anticipated imminently and will set out how HS2 and NPR will be phased and integrated. The IRP is likely to include the Government's position on the Eastern leg of HS2 Phase 2b in South Yorkshire alongside plans for NPR.

1.7 In recent months the Mayor and Peter Kennan have led significant work with Manchester Recovery Task Force (MRTF) on a new rail timetable as well as progress on key South Yorkshire schemes and stations. The new timetable will

mean that the current 18 trains per day, in each direction, between Cleethorpes – Doncaster - Sheffield-Manchester Piccadilly - Manchester Airport will run to Liverpool Lime Street instead of Manchester Airport.

- 1.8 Passengers for the airport will need to change at Manchester Piccadilly where there will be a train approximately every ten minutes to the airport from the adjacent platform. Throughout the MRTF process, the Mayor has worked to secure the first and last trains of the day running to Manchester Airport, providing direct connectivity for early and late travelling passengers. The Mayor and Peter Kennan will continue to advocate for full reinstatement of hourly direct services.
- 1.9 SYMCA submitted the Strategic Outline Business Case (SOBC) for the Barrow Hill Line scheme to the Restoring Your Railways fund in February 2021. It is anticipated that the outcome of this will be known around the time of the Spending Review. Work is continuing on the SOBC for a new station at Waverley, which was a successful second round Restoring Your Railways bid.
- 1.10 **Active Travel**
The Active Travel Fund (ATF), initially introduced by Government in response to changing travel behaviours as a result of the pandemic, is currently in both development and delivery.
- 1.11 The bid for the next phase of this programme, for delivery in 2022-23, was submitted in August with an outcome expected to be announced as part of the Spending Review.
- 1.12 The award for the latest iteration of active travel revenue funding, Capability Fund was announced by Government during the Summer 2021, SYMCA received the maximum award available of £1.094m. Although achieving the maximum was positive news this is still considerably less than the £2.5m per annum received in each of the previous four years.
- 1.13 This fund is used to deliver the activities which enable and support capital investments. Activities which give travellers the skills, knowledge and awareness to take the opportunities the capital investments provide.
- 1.14 **De-Carbonising Transport**
The government published its Transport Decarbonisation Plan: 'Decarbonising transport: a better, greener Britain', on the 14th July 2021. The accompanying publicity surrounding the report majored on 'business as usual' in terms of car travel and aviation, with technology providing the solutions to decarbonisation, however the body of the report takes a more pragmatic approach and recognises that modal shift and use reduction will be required.
- 1.15 The Plan sets out the government's approach to reaching net zero transport in the UK, including its projections (or trajectories) in terms of overall emissions from the transport sector and also by mode. It also contains a number of commitments related to encouraging modal shift and increasing car occupancy. However, the Plan does not give an indication of the reduction in vehicle mileage (for cars, vans or HGVs) required to achieve its trajectories.

1.16 It should be noted that the requirement to comply with the Plan is referenced within the guidance document for the City Region Sustainable Transport Settlement, it will form part of the assessment of this and is likely to for any further funding opportunities.

2. Key Issues

2.1 The Integrated Rail Plan was anticipated at the beginning of the year. The delay to the publication of the Plan has created considerable uncertainty over an extended period on the Government's rail policy and investment programme in the North of England.

2.2 Uncertainty in funding has also presented challenges in developing policies and programmes, for example the Bus Service Improvement Plan and for Active Travel. The timings of different policies and programmes has also not been sequenced - for example the CRSTS submission had to include funding for BSIP capital investments but the deadline for return was at a time when the BSIP was in development.

3. Options Considered and Recommended Proposal

3.1 Option 1

This report is presented for discussion only.

3.2 Option 1 Risks and Mitigations

N/A

4. Consultation on Proposal

4.1 This report is for discussion only.

5. Timetable and Accountability for Implementing this Decision

5.1 This report is for discussion only.

6. Financial and Procurement Implications and Advice

6.1 This report is for discussion only.

7. Legal Implications and Advice

7.1 This report is for discussion only.

8. Human Resources Implications and Advice

8.1 This report is for discussion only

9. Equality and Diversity Implications and Advice

9.1 This report is for discussion only.

10. Climate Change Implications and Advice

10.1 This report is for discussion only

11. Information and Communication Technology Implications and Advice

11.1 This report is for discussion only

12. Communications and Marketing Implications and Advice

12.1 This report is for discussion only

List of Appendices Included*

None

Background Papers

None