

**TRANSPORT THEMATIC BOARD**

**19th July 2019**

**TRANSPORT STRATEGY IMPLEMENTATION**

**Purpose of Report**

This report provides an update on the Sheffield City Region (SCR) Transport Strategy and the development of the associated Implementation Plans.

**Freedom of Information**

This paper will be available under the Combined Authority Publication Scheme

**Recommendations**

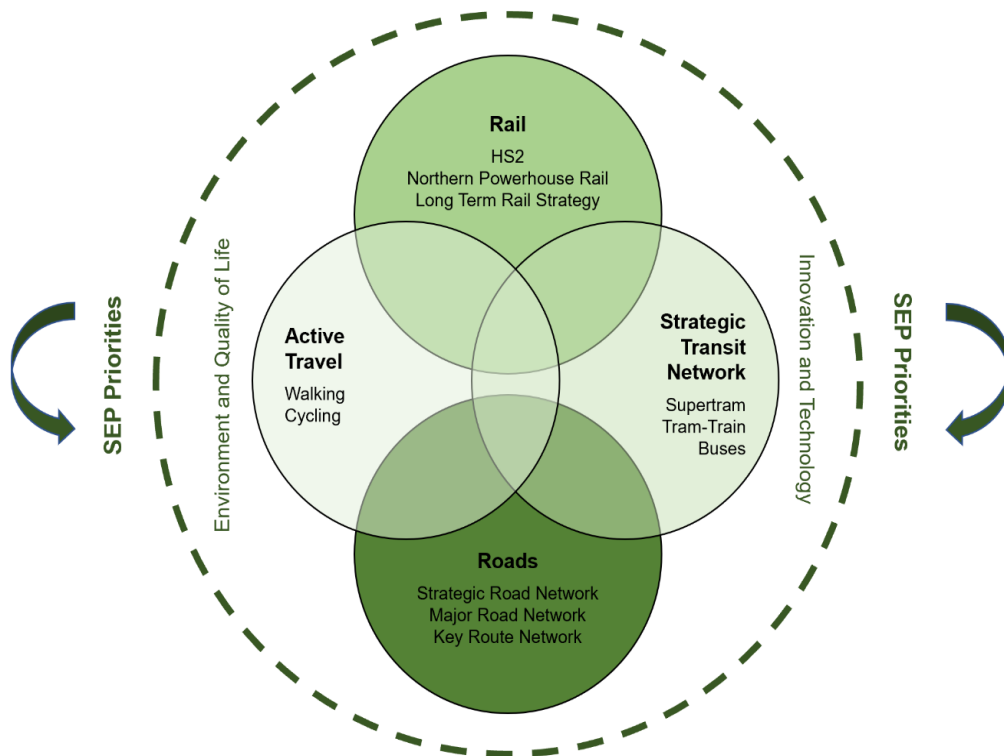
**1. Introduction**

- 1.1** The Transport Act and Local Transport Act 2008 places a statutory obligation on the SCR Mayoral Combined Authority (MCA) to produce a Local Transport Plan. The previous 'SCR Transport Strategy 2011 – 2026' was written before the Combined Authority (CA) and Transport for the North (TfN) existed, therefore on the 30th January 2017, the CA agreed to undertake a refresh of the Strategy in order to bring it up to date.
- 1.2** Following 18 months of work, which included a public consultation, the new SCR Transport Strategy was adopted at the 28th January 2019 MCA meeting, with the final version now available on the SCR website.
- 1.3** Now that the Transport Strategy has been adopted, work has begun on developing 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 plans and the intended timescale for completion.

**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. This is because whilst the Strategy sets out 'what' we want to achieve, it doesn't identify 'how' it will be delivered. 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.
- 2.2** The Strategy identifies four key programmes of work to be organised around rail, active travel, roads and the strategic transit network, with additional cross cutting work programmes around future mobility and air quality. There will be a degree of overlap

between the work programmes as illustrated in the following diagram, some of which the SCR will lead, some of which we will contribute to and some of which we will seek to influence.



**2.3** Each of the plans will seek to follow a similar format to provide consistency and to enable clear links to be drawn to the goals and policies of the Transport Strategy. The first of the implementation plans to be developed is the Integrated Rail Plan (IRP), which shows the links between HS2, Northern Powerhouse Rail (NPR), SCR and local rail. The plan sets 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.

These interventions have been mapped out to clearly show the location of each of the proposed interventions for delivery, an approach that will be replicated within each of the plans. The intention is that once all of the Implementation Plans are in place, the combination of the schemes categorised in this way, will form an overall 'Transport Delivery Programme' which the Transport Board will oversee.

**2.4** Work has also begun drafting the Roads Implementation Plan. This plan follows a similar format to the IRP and discussions have begun with local authority leads to agree the objectives for the document. It is proposed that within the Roads Plan, the Key Route Network will be finalised, and the scope of that network agreed. Stakeholder engagement will be key in 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 objectives have been finalised, work can commence on the development of the intervention mapping.

- 2.5** Now the SCR has appointed an Active Travel Commissioner and Active Travel Project Director, work has started on the associated Implementation Plan. This plan will follow the same format as outlined above, however this document will also build on the Local Cycling and Walking Implementation Plan (LCWIP) work. The LCWIP follows a process outlined by DfT to calculate where investment should be prioritised in the future for walking and cycling but as this process was funded by DfT, only two routes were selected per authority area. The development of this Active Travel Implementation Plan will see a wider network of routes considered with the outputs being reported back to DfT by November 30 2019, in line with the LCWIP support contract end date.
- 2.6** Finally, 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 can be developed in parallel. 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** Alongside the four modal Implementation Plans, there are two cross cutting issues around air quality and future mobility. As the City Region has not previously explored the issue of future mobility, further work is required to frame our thinking and approach. SCR is currently commissioned a 'think piece' to inform our future approach, and is seeking support to interpret the principles outlined in the Government's Future of Urban Mobility Strategy and apply them to the City Region. This piece of work will also consider 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 will seek to identify 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 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. The outputs from these commissions are expected in the autumn.

### **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's this would result in a failure to adequately consider each of the modal issues thoroughly, or given 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.

#### **REPORT AUTHOR**

#### **POST**

Officer responsible Mark Lynam  
Organisation **Sheffield City Region**  
Email [mark.lynam@sheffieldcityregion.org.uk](mailto:mark.lynam@sheffieldcityregion.org.uk)  
Telephone **0114 2203445**

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: