

Private Document Pack

TRANSPORT EXECUTIVE BOARD

Date: Thursday 6 April 2017

Venue: Sheffield Town Hall, Pinstone Street, Sheffield

Time: 2.00 pm

Sheffield
City Region

COMBINED
AUTHORITY

AGENDA

Item	Subject	Method	Lead	Page
<u>Introduction</u>				
1	Welcome and Apologies	Verbal	Chair	
2	Minutes and Actions of the Previous Meeting	Paper	All	1 - 6
3	Declarations of Interest	Verbal	All	
4	Urgent Items/Announcements	Verbal	All	
<u>Discussion Items</u>				
5	HS2 Update	Paper	Mark Lynam	7 - 48
6	Transport Strategy Progress Update	Verbal	Mark Lynam	
7	Northern Rail Plans for Modernisation	Presentation	John O'Grady	To Follow
8	Update on Transport for the North - Strategic Transport Plan	Paper	Suzannah Rockett	49 - 68
<u>Actions & Forward Planning</u>				
9	Agree Actions & Summary for Resolution Log	Verbal	Chair	
10	Business Plan Dashboard Update	Paper	Mark Lynam	69 - 74
11	Any Other Business	Verbal	All	

DATE OF NEXT MEETING – 18TH MAY 2017

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SCR TRANSPORT EXECUTIVE BOARD

23rd FEBRUARY 2017

SHEFFIELD TOWN HALL

No.	Item	Action
1	<p><u>Welcome and Apologies</u></p> <p>Present:</p> <p><u>Board Members</u> Cllr Julie Dore, SCC - CHAIR Martin McKervey, Nabarro / LEP Simon Carr, Henry Boot / LEP</p> <p><u>In Attendance / Advisory Members</u> Damien Wilson, RMBC Matt Gladstone, BMBC Neil Firth, DMBC Tom Finnegan-Smith, SCC Jim Seymour, DCC Mark Lynam, SCR Exec Team Craig Tyler, Joint Authorities Governance Unit</p> <p>+ Gareth Finch (Peel) for item 5 and Rich Marshall (Highways England) for item 6</p> <p>Apologies were received from Board Members Cllr John Burrows (CBC), Diana Terris (BMBC), Neil Taylor (BaDC) + Steve Edwards (SYPT), Katie Jackson (SCC / SCR Exec Team), Peter Dale (DMBC) and Mike Ashworth (DCC)</p>	
2	<p><u>Minutes of the Previous Meeting</u></p> <p>The minutes of the previous meeting held on 12th January were agreed to be an accurate record.</p>	
3	<p><u>Declarations of Interest</u></p> <p>No declarations noted.</p>	
4	<p><u>Urgent Items / Announcements</u></p>	

	None requested.	
5	<p><u>Doncaster Sheffield Airport Rail Station</u></p> <p>The Board received a presentation on the ambitions for a rail station at DSA.</p> <p>The presentation covered the economic case for a station, the background to the project and previous iterations, the various economic benefits to the wider City Region and other partners, comparative information regarding rail station provision at other UK airports, the route refinement objectives and business case development requirements.</p> <p>The Board was advised of other benefits the station would create include the mitigation of the need for a £20m rail bridge at Rossington and the alleviation of congestion at Doncaster Station. It was further noted Network Rail have commented favourably on the plan, referring to it as ‘innovative and exciting’, comments mirrored by the press.</p> <p>It was noted the primary issue to address will be how the initial business case development, and then the actual station itself will be funded and it was suggested a package of support will be needed to bring the project to fruition.</p> <p>It was suggested that sources of funding to be considered for business case development could be DfT Large Local Major funding or HS2 Growth Strategy funding.</p> <p>It was noted the airport is classed as a major investment opportunity in the SCRIP.</p> <p>It was suggested that whilst the argument for the station had been won locally, a major issue will be the lack of due recognition the airport has across the north and nationally, noting that the airport is not sufficiently referenced in the National Aviation Policy. A new communications approach will therefore be needed to address this situation and ensure DSA is appropriately championed by TfN and other agencies.</p> <p>It was noted the wider DSA vision will be presented to the next IEB meeting.</p> <p>RESOLVED, that the Board notes its continued support for the ambition to realise an East Coast Mainline station at DSA</p>	
6	<p><u>Highways England Update</u></p> <p>The Board welcomed Rich Marshall from Highways England who delivered a presentation on Highways England’s recent history, new objectives and medium term plans for the Yorkshire and North East region focussing on planned South Yorkshire schemes in particular.</p>	

	<p>It was noted Highways England now has 5 strategic objectives; to develop a safe and sustainable network, to support economic growth, to create a freer flowing network, an improved environment and an accessible and integrated network.</p> <p>These objectives are to be achieved through the delivery of Road Investment Strategy (RIS) vehicles with 5 year timeframes (RIS1 to 2010) which list discrete schemes including 14 schemes in RIS1 for the Yorkshire and North East Region at a cost of £1.4bn.</p> <p>A question was raised regarding what engagement is in place between Highways England and HS2 Ltd to discuss the HS2 Parkway Station ambition. It was noted this matter would be addressed at the next HS2 Programme Board meeting.</p> <p>It was noted that Highways England now has a clearer ambitions around the creation of collaborative working relationships with its partners to deliver value for money and promote best practise. Opportunities for more engagement are therefore welcomed.</p> <p>It was acknowledged air quality issues remain a subject requiring further consideration.</p>	
7	<p><u>Modelling Tools – Request for Change and Update</u></p> <p>A paper was received to clarify the scope of the work and provide an updated spend profile for the delivery of SCR's Strategic Testing Tools (approved by the CA on 28/10/16).</p> <p>The Board was reminded the CA approved the expenditure of £3m for consultants to build new modelling tools for appraising, at a region-wide level and to Government standards, transport and other major infrastructure schemes coming forward for funding, both from SCR and DfT, the new tools including a transport model and a land use model which will replace existing versions that are time-expired.</p> <p>The report provided a summary of progress made to date.</p> <p>It was noted the spend profile for these tools has been refined as work has progressed. It is now expected that they can be delivered with a reduced budget and the Board was ask to endorse a reduction in the funding allocation of £0.9m</p> <p>It was confirmed the models will be available for use by the districts for local modelling purposes.</p> <p>Further information was requested in respect of what the ongoing maintenance liabilities of the models will be, noting the costs quoted to-date are only for the capital outlay for the development of the models.</p> <p>Action: Mark to enquire and provide further information</p>	

	<p>The Board discussed the need for modelling proportionality protocols going forward with a focus on testing strategic plans and options rather than undertaking detailed modelling for individual schemes which, it was suggested, might be prohibitively expensive.</p> <p>Action: Mark to feedback the Board's comments to the project team</p> <p>RESOLVED, that the Board endorse the revised spend profile and reduction in the funding allocation of £0.9m.</p>	<p>ML</p> <p>ML</p>
8	<p><u>HS2 Update</u></p> <p>A report was received setting out the context of the current HS2 Ltd route consultation and the proposed content of the SCR response.</p> <p>The draft response was attached as an appendix to the report.</p> <p>It was noted the findings of the mitigation study will be appended to the consultation response. The Board was provided with information regarding the findings and informed these would be discussed in detail at the next HS2 Programme Board.</p> <p>It was noted the response's reference to 2 trains per hour is in relation to the figures quoted in the HS2 Command Paper (less than the 4-6 trains originally conceived). It was suggested it may still be appropriate to push back on this matter via the response.</p> <p>It was confirmed the response takes account of past discussions on a number of contentious issues.</p> <p>It was suggested the section on HS2's relevance to international connectivity should be expanded and strengthened.</p> <p>Martin advised the Board of a private sector led HS2 event taking place in Sheffield on 2nd March.</p> <p>Action: Martin to send details to Mark for circulation.</p> <p>Action: ALL to provide comments on the draft to Mark by <u>Tuesday 28th February</u></p> <p>RESOLVED, that the Board agrees the approach being taken to the HS2 consultation response, approves the draft response at Appendix A for submission (subject to any further comments to be received by the above deadline) and delegates authority to the Chair to agree any final amendments before the 9th March deadline.</p>	
9	<p><u>Transport Strategy</u></p> <p>An update was provided on the Strategy's development.</p>	

	<p>It was noted a draft prospectus will be presented to the next TEB meeting. This will help generate debate and will set out the strategy's national, regional and local tiers.</p> <p>It was noted the intention is to complete work on the prospectus by the end of April to ensure this work can feed into the SEP refresh. The Strategy's conditional outputs will then be developed in June and public consultation will be undertaken in September.</p>	
10	<p><u>Transport for the North Freight Strategy</u></p> <p>A report was received to update the Board on work to date by Transport for the North (TfN) in relation to freight transport across the pan-Northern region.</p> <p>It was noted the local context for this work is that improvements to the efficiencies of freight movements will assist the SCR districts and their partners in delivering economic growth and supporting local businesses.</p> <p>The group discuss the wider pan-thematic benefits afforded by an effective freight strategy.</p> <p>RESOLVED, that the Board notes the work done to date and the next steps of TfN's Freight Workstream and notes the intention to feed local freight transport issues into the TfN Strategic Transport Plan process</p>	
11	<p><u>Forward Plan</u></p> <p>Provided for information</p>	
12	<p><u>Any Other Business</u></p> <p>1) TransPennine Matters The Board was informed of work with colleagues in Greater Manchester to develop a 'soft comms' plan the continuation of lobbying for trans-Pennine connectivity improvements (including options for tunnelling).</p>	
13	<p><u>Date of Next Meeting</u></p> <p>6th April, 2.00pm at Sheffield Town Hall</p>	

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TRANSPORT EXECUTIVE BOARD

6th APRIL 2017

HS2 UPDATE

Purpose of Report

This report provides an update to the Transport Executive Board on recent Sheffield City Region (SCR) work in relation to the Government's High Speed Rail 2 (HS2) project and the current position of the project at a national and regional level.

Thematic Priority

2. Facilitate and proactively support growth amongst existing firms.
3. Attract investment from other parts of the UK and overseas, and improve our brand.
4. Increase sales of SCR's goods and services to other parts of the UK and abroad.
5. Develop the SCR skills base, labour mobility and education performance.
6. Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

Not exempt.

Recommendations

Members are recommended to agree to:

- the continuation of the HS2 work programme as set out in the report;
- the submission of the Mitigation Study to HS2 Ltd;
- the consideration of revised governance arrangements once the final route is announced.

1. Introduction

- 1.1 In November 2016, the Government published a Command Paper on its High Speed 2 (HS2) rail scheme, confirming its preferred route and station locations for Phase 2b, which is the route between Crewe and Manchester on the western leg and between the West Midlands and Leeds on the eastern leg. The Command Paper launched a consultation on the proposed route refinements, including the section between Derbyshire and West

Yorkshire, and also on the proposed property compensation schemes. The two consultations ran for 16 weeks until 9th March 2017.

- 1.2 This report summarises the SCR consultation response that was submitted on 8th May and also updates TEB on the other HS2 work streams, including the Growth Strategy, Benefits Realisation, Mitigation Study, Parkway and Connectivity Study. It also provides an update on timescales and governance.

2. SCR Response to Phase 2b Route Refinement Consultation

- 2.1 SCR submitted a response to the HS2 Phase 2b Route Refinement Consultation on behalf of the Combined Authority (CA) and Local Enterprise Partnership (LEP). A copy of the response is attached as Appendix A. This response was agreed by Leaders of all the CA constituent authorities.
- 2.2 The response reiterated SCR's strong support for the HS2 serving the city region and the connectivity and economic benefits that this project will generate for the city region. However, the response made clear that the response does not constitute support or objection to the revised route. The response also made clear that any comments on the SCR requirements in relation to the Government's preferred route were subject to this route being approved, and not an indication of support for it.
- 2.3 The response went on to set out in more detail the wider benefits that HS2 will bring to the city region and its importance to supporting the aims of the Northern Powerhouse to achieve transformational economic growth and improved connectivity. As such, the response emphasised the importance of integrating HS2 and Northern Powerhouse Rail (NPR), particularly in relation to the 'northern loop' and junction to allow NPR and HS2 trains to join the main HS2 line and provide high speed services between Leeds and Sheffield.
- 2.4 In addition to stressing the importance of the 'northern loop' and junction at Clayton, the response stated SCR's strong support for the proposed parkway station on the main HS2 line, and a stop at Chesterfield, to ensure the wider city region is able to access HS2 services. The response also emphasised the need for infrastructure upgrades on the Midland Mainline, at Sheffield station and on the Dearne Valley line to ensure HS2 and NPR services can be accommodated without any detrimental impact on existing 'classic' rail services.
- 2.5 Finally, the response stressed the importance of HS2 in relation to international connectivity, including links to Doncaster Sheffield Airport; the benefits of 'building from the north', the need for electrification of the 'northern loop' and Midland Mainline; and good quality electric rolling stock.
- 2.6 In response to concerns about the adverse impact of the revised 'eastern route' in a number of locations, SCR commissioned a Mitigation Study to examine the potential for minor route or design modifications to minimise the impact on communities. This study has now concluded and has suggested options for minor modifications in two of the six locations examined. It is proposed that this report will be presented to HS2 Ltd for their consideration, making it clear that SCR does not necessarily endorse it.

3. HS2 Parkway and Connectivity Study and Northern Loop

- 3.1 HS2 Ltd. have been undertaking a South Yorkshire Parkway and Connectivity Study independently of the recent route refinement consultation. This study is evaluating potential locations for the proposed parkway station on the main HS2 eastern route

through SCR. It is also evaluating the potential to extend HS2 trains north from Sheffield to serve other destinations in the city region such as Barnsley and Rotherham.

- 3.2 The study has identified eight potential locations for a parkway station and these have now been reduced to a shortlist of four. The economic and connectivity benefits of these locations along with their cost and feasibility are now being examined.
- 3.3 HS2 Ltd expect to conclude the study in May 2017 and present their findings to the Government. They will also arrange another stakeholder briefing session to brief SCR partners in advance of May. It will be important for SCR to consider the findings carefully and agree on a preferred location that we can then encourage the Government to include in the Phase 2b Hybrid Bill, due to be finalised by the end of 2017.
- 3.4 Alongside the study, HS2 is working closely with Network Rail and Transport for the North on planning for the northern junction to connect the Dearne Valley line to the HS2 line at Clayton, allowing NPR and HS2 services to operate between Sheffield and Leeds and meet NPR outputs in terms of journey times and service levels. SCR is engaging with TfN and Network Rail as this work progresses to ensure provision for the northern junction is included in the Hybrid Bill.

4. HS2 Growth Strategy and Benefits Realisation

- 4.1 The Government, through the Department for Communities and Local Government (DCLG), is awarding £1.25m in funding to each city region, or 'place', that has an HS2 station in order to develop and implement a local HS2 Growth Strategy. The funding is intended to ensure that each city region is in a position to secure maximum economic benefit from HS2, both during the construction phase and once it opens.
- 4.2 The Government's HS2 Command Paper issued on 15th November 2016 announced the allocation of £1.25m in Growth Strategy funding to Sheffield City Region. This funding will be allocated in two tranches of £625,000. The first tranche will be used to develop a Growth Strategy for the wider SCR while the second tranche will be used to develop detailed masterplans for each of the HS2 stations in the region. SCR submitted its proposal for tranche 1 of the Growth Strategy funding to the DCLG on 8th February 2017, and this is attached as Appendix B. SCR received a letter from the DCLG confirming the funding allocation on 20th March.
- 4.3 Work is now commencing on the Growth Strategy work programme, in consultation with the DCLG. Tranche 1 will cover the following work packages:
 - WP1. Developing the Economic Evidence Base
 - WP2. Establishing the Wider Connectivity Requirements
 - WP3. Developing Concept Masterplans
 - WP4. Developing a Business Support, Skills and Employment Package
 - WP5. Developing a Communication and Engagement Plan
 - WP6. Interim Progress Report
 - WP7. Strategy Development.
- 4.4 Draft consultancy briefs have been prepared for work packages 1 and 2 and these will be commissioned shortly. Work is also underway on scoping the requirements for work packages 4 and 5. SCR will be leading on these work packages. Sheffield City Council will be leading on the concept master-planning for Sheffield Midland station while Chesterfield Borough Council are leading on the master-planning and connectivity study for Chesterfield station as part of the East Midlands Growth Strategy.
- 4.5 An officer Task and Finish Group with members from all the SCR constituent authorities has been established and will meet for the first time on 7th April. This group will oversee the

Growth Strategy work programme and report to the SCR HS2 Programme Board. TEB will also be kept updated on progress. Tranche 1 of the Growth Strategy needs to be completed by July 2017, when the tranche 2 funding for detailed station master-planning will be released.

- 4.6** Alongside the Growth Strategy work, HS2 Ltd. are leading a benefits realisation work stream to identify and assess the benefits that will arise in each 'place' from HS2. SCR will be engaging with HS2 Ltd. in this work stream and ensuring that it is integrated with the Growth Strategy work. The second meeting of the Task and Finish group will consider benefits realisation in more detail.

5. Governance and Timescales

- 5.1** The SCR HS2 Programme Board will continue to meet monthly during the year to oversee the various HS2 work streams and receive updates from HS2 Ltd. This board in turn will report to TEB and the CA on matters of more strategic significance. As mentioned earlier, a Growth Strategy Task and Finish Group has been established to oversee the work of the Growth Strategy.
- 5.2** To date, the HS2 Programme Board has led the work on behalf of the city region. However, once the final route is announced by the Secretary of State in July, there will be a need to review the governance structure so that it is best placed to ensure SCR secures the maximum benefits from HS2.
- 5.4** A final decision on the Phase 2b route is expected to be announced by the Government in July 2017, following a review of the consultation responses. This route will then feed into the draft Hybrid Bill, which will then be submitted to parliament for scrutiny in 2019.

6. Implications

6.1 Financial

There are no legal implications arising from this report.

6.2 Legal

There are no legal implications arising from this report.

6.3 Risk Management

There are no risks arising directly from the report but it is important that SCR continues to state the case for HS2 to serve the city region and to ensure the city region gets maximum benefit from the scheme so that it doesn't lose out in terms of economic growth and connectivity.

6.4 Equality, Diversity and Social Inclusion

There are no direct equality, diversity and inclusion implications arising from this report. However, the Growth Strategy and Benefits Realisation work streams will seek to ensure that all sections of the community benefit from the economic benefits of HS2.

7. Communications

- 7.1** SCR will continue to ensure that it expresses support for HS2 and gets the best outcome for the City Region from the current proposals. The Communications and Engagement work package of the Growth Strategy will ensure that the benefits and opportunities of HS2 are conveyed across the city region.

8. Appendices/Annexes

- 8.1** Appendix A – SCR response to HS2 Ltd. Phase 2b Route Refinement Consultation.

Appendix B – SCR Growth Strategy Tranche 1 funding proposal

REPORT AUTHOR	Alex Forrest
POST	Strategic Rail Officer
Officer responsible	Mark Lynam, Interim Director of Strategy and Corporate Affairs
Organisation	Sheffield City Region Executive Team
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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

8 March 2017

Sir David Higgins
High Speed Two Ltd
Two Snowhill
Snow Hill Queensway
Birmingham
B4 6GA

Dear Sir David,

Re: HS2 Phase 2b Route Refinement Consultation

Please find our response to the current HS2 Phase 2b Route Refinement Consultation on behalf of Sheffield City Region Combined Authority and Local Enterprise Partnership below.

Yours sincerely



Sir Steve Houghton on behalf of SCR CA



Sir Nigel Knowles on behalf of SCR LEP

Sheffield City Region response to HS2 Phase 2b

Route Refinement Consultation November 2016

1. Introduction

Sheffield City Region supports HS2 and its aim to relieve capacity constraints, improve journey times, address poor connectivity, and help to rebalance our national economy.

As such, SCR leaders wish to see the project achieve the greatest possible level of job creation, connectivity and rail service, which delivers maximum economic growth benefits to the city region as a whole.

Although SCR constituent authority leaders are agreed that HS2 is important for the future growth of the City Region, this response does not constitute support or objection to the Phase 2b route currently being consulted upon. Our constituent local authorities have differing opinions on the most advantageous route, and will be responding individually with their views on matters of local and regional interest.

Although we recognise that the Government has considered two options for the route through South Yorkshire, this response sets out what SCR would expect to see included in the proposals if the Government are minded to proceed with their preferred route option. This includes ensuring that disruption to homes and communities is minimised and that local communities are fully engaged at all stages of the route development.

Sections 2-4 of the response set out the wider case for HS2 to serve SCR and some of the key outcomes that we would like to see for the City Region, while section 5 addresses the specific consultation questions relating to SCR.

2. The strategic economic case for HS2

HS2 will bring a major boost to the City Region's economy. A study produced by JMP/Systra for the HS2 East Consortium in 2016 on the wider economic impacts of the HS2 eastern leg estimated that the SCR would produce an additional £107m in GDP per annum.

The SCR Strategic Economic Plan (SEP), currently being refreshed, sets an ambitious target to increase GVA within the City Region by 10% or £3.2bn, create 70,000 new jobs, 6,000 net new businesses and at least 70,000 new homes by 2025. Improving productivity and attracting more high value jobs is key to economic growth in the SCR. Achieving this ambition will strengthen SCR's contribution to the national economy, ensuring the City Region fulfils its key role within the Northern Powerhouse.

To secure these outcomes we will deliver enhanced infrastructure, linked to HS2, supporting an attractive environment for businesses and residents. Improved transport infrastructure is key to unlocking and driving economic growth, spreading the benefits across the City Region and fundamentally enabling our businesses to invest and increase productivity.

The construction of this key national project also provides valuable opportunities through the supply chain to local companies across the City Region, including within our cluster of rail engineering expertise. It will also support increased investment and jobs, better linking the SCR to other major economic centres in the South, Midlands and North.

Furthermore, the location of the National College for High Speed Rail in Doncaster and the maintenance depot at Staveley offer significant opportunities for our economy. In this regard, SCR is commencing work on its HS2 Growth Strategy to ensure the region maximises the economic benefits that HS2 will bring.

3. Wider Connectivity benefits

HS2 must be considered as an integrated part of the wider rail network. In particular, HS2 will support the development of the Northern Powerhouse and delivering the Transport for the North (TfN) vision of a better-connected North. HS2 will be a key element in the development of TfN's Northern Powerhouse Rail (NPR) network of more frequent and high speed rail services between the major cities of the North.

The two projects will have important synergies in Sheffield, where NPR routes to Leeds and Newcastle should connect with HS2. However, in order to support NPR and HS2 services between Sheffield and Leeds it is imperative that the northern loop and junction is built, if the new route is accepted by Government.

Improving connections between key economic centres of the North will help drive growth and productivity, rebalancing the UK economy and contributing an additional £97bn to the UK economy by 2050.

HS2 also presents real opportunities to improve capacity on existing rail services serving the SCR, through enhanced local connectivity. A study by the West Yorkshire and South Yorkshire Passenger Transport Executive (2013) has estimated that by improving existing rail services in this way the Sheffield and Leeds City Regions will gain additional GVA benefits of between £300m and £800m per annum.

One of the key objectives of the recently launched SCR Infrastructure Investment Plan (IIP) is to maximise the benefits of HS2 in the SCR by stimulating growth and regeneration. The majority of growth in SCR is expected to be in the growth areas and main urban centres. This can be best achieved if these growth areas are better connected into the opportunities presented by HS2. One of the cornerstones of our Growth Strategy will be to ensure that the whole of the SCR benefits from HS2 through improved connections and infrastructure.

4. HS2 serving SCR – our key requirements

SCR supports the route of maximum economic benefit. Should the Government's preferred route be accepted, these are our key requirements from HS2:

- Integration with Northern Powerhouse Rail
- Northern loop and junction
- Parkway station
- Infrastructure upgrades
- High quality electric trains
- International connectivity
- Building from the North.

SCR wants to ensure the City Region as a whole is well-served by HS2, while any adverse impacts on communities and the environment are minimised. We therefore

remain strongly supportive of an HS2 station in Sheffield. In addition, should the revised route be approved, we would support the proposal for a Parkway station and a stop in Chesterfield. We also welcome and strongly support the commitment to build the HS2 maintenance depot in Staveley near Chesterfield, and the National College for High Speed Rail in Doncaster, which will both bring significant economic benefits to the City Region.

Should the Government's preferred route be approved, it is essential that the northern loop from Sheffield northwards with a junction to the main HS2 line near Clayton is built. This will support the Northern Powerhouse Rail objective for faster journey times between Sheffield and Leeds and allow HS2 trains to continue north from Sheffield to Leeds. It is important that, whichever route and station options are approved, the SCR is well served by HS2 trains to as wide a range of destinations as possible, complemented by NPR and improved local and regional services.

Further details of our HS2 requirements are set out below.

4.1 HS2 and Northern Powerhouse Rail – an integrated approach to creating a high-quality rail network

HS2 offers an opportunity to integrate the complimentary aims of HS2 and TfN's Northern Powerhouse Rail programme to better connect Britain's cities and promote transformational growth. The proposal for a northern loop and junction in the vicinity of Clayton, should the new eastern route be accepted, not only offers greater journey opportunities for HS2 services, but is essential for this route to deliver journey times between Sheffield and Leeds in under 30 minutes, a core aim of the Northern Powerhouse Rail programme. SCR considers it to be imperative that provision for the junction is included in the Phase 2b Hybrid Bill if this route option is progressed, and as such we are working with Transport for the North to ensure that it has a robust business case. HS2 Ltd need to continue to work closely with TfN to ensure the work on the northern loop and junction are completed in time to feed into the Hybrid Bill.

Work undertaken by Transport for the North as part of the NPR Programme in October 2016 illustrated that it would not be possible to achieve regular fast services between Sheffield and Leeds on the existing rail network without very significant infrastructure interventions and disruption to current services. The provision of an

HS2 service north of Sheffield would offer an efficient and effective solution to address this connectivity gap between two of the UK's largest city regions.

Any northern loop and junction proposals should be designed to enable a continuation of local rail services on the Dearne Valley Line which provide important connectivity to employment and education for residents in this area. Similarly, whilst continuing HS2 services beyond Sheffield eases the capacity pressure on Sheffield Station in comparison to terminating and reversing services, the proposal should complement, rather than be at the expense of existing classic rail services. The upgrading of the Dearne Valley line is therefore required both to support faster journey times for HS2 and NPR between Sheffield and Leeds and a growth in demand for local rail services.

4.2 Parkway Station – connecting the wider region

If the Government chooses to progress the current recommended route option, SCR would expect the Government to commit delivery of a Parkway station on the revised HS2 eastern route. A Parkway station would ensure that the eastern parts of the City Region are also served by HS2 and can access services easily.

We would support a location that has good connectivity to existing road and rail lines and is well located to serve the main population centres in the east of the region as well as bring regeneration benefits. In this respect, it is important that the location is closely linked to the SCR growth areas and Integrated Infrastructure Plan priorities. The opportunity for the Parkway station to be served by NPR or other services is also a consideration. Should the revised eastern route be approved we would expect provision for a Parkway station and the additional track required to be included in the Phase 2b Hybrid Bill, subject to the outcome of any consultation.

4.3 Infrastructure and Rolling Stock – modern and fit for purpose

We would expect all HS2 trains to be modern electric trains, and therefore expect the whole HS2 line to be electrified. This would include the spur to Sheffield Midland should that option be approved, along with the 'northern loop' along the Dearne Valley line.

Should the revised route be approved, we would also expect to see upgrades to the Midland Mainline into Sheffield Midland and to the Dearne Valley line north out of Sheffield as part of the 'northern loop'. There would also be a need to upgrade

Sheffield Midland and Chesterfield stations and enhance capacity and passenger circulation there. Platform lengths may need to be extended, as well as bridges raised to accommodate electrification. We are currently working with TfN and Network Rail to develop a plan for Sheffield Midland to be capable of accommodating future demand, including NPR and HS2.

It is vital that any infrastructure upgrades required are progressed in a timely fashion so that the network is 'HS2-ready' for when it opens in 2033. This requires adequate planning and funding, in conjunction with Network Rail and Rail North.

4.4 International Connectivity

As part of Phase 1 of the HS2 scheme we consider that it is imperative that passive provision is made for a connection between HS2 and HS1 in London to allow high speed trains to operate directly between the continent and the Midlands / North at a future date, as was originally proposed when HS1 was being planned.

Doncaster Sheffield Airport has ambitious growth plans, including the development of a new rail station, and it is important that it is well connected into HS2. An HS2 Parkway station in the east of the region would be particularly well-placed to serve the airport, should the proposed new eastern route be approved by the Government.

It is also important that a good connection is provided between HS2 and the Heathrow Connect / Express services at Old Oak Common to enable HS2 to provide an improved link between Heathrow and the Midlands and North avoiding the need to travel into central London.

4.5 Building from the North - early wins

HS2 Ltd have indicated that that they could commence construction of the line from Leeds southwards as an early stage of the construction programme. SCR, along with Leeds City Region, would be supportive of this. If the Government progresses the new recommended route, this should include the construction of the junction and link onto the Dearne Valley Line from Sheffield, to allow early operation of NPR services between Sheffield and Leeds. To support the construction programme, SCR would welcome a commitment to use the site of the proposed Infrastructure Maintenance Depot at Staveley as a base for construction activity ahead of developing the depot. These steps would bring forward the economic and employment benefits of HS2 to the north.

5. Response to Consultation Questions

5.1 Question 7 – Do you support the proposal to amend the route to serve South and West Yorkshire?

We support a route which best serves the economic interests of the SCR and provides the best connectivity across the whole region. The City Region does not have an agreed preferred route.

Should the Government's preferred route be accepted, SCR would expect the City Region to be served by a similar level of HS2 services as proposed for the previous route option.

5.2 Question 8 – Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north?

Should the revised eastern route be approved, with a spur to serve Sheffield, SCR would strongly support the development of the northern junction to link a 'northern loop' via the Dearne Valley line north of Sheffield back onto the main HS2 line to Leeds. The delivery of the northern loop is essential to deliver integration with NPR and maximise the economic benefits of the HS2 investment. As stated earlier, this would allow both HS2 and NPR services to use the main HS2 line into Leeds, resulting in faster journey times and meeting the NPR aspiration of a sub 30-minute journey time between Sheffield and Leeds. Consequently, we see the northern junction as an essential element in HS2 achieving its full potential, if the Government approves the new recommended route.

Working with partners in Transport for the North, SCR would expect to see any such infrastructure utilised for improved connectivity from Chesterfield and Sheffield to York and Newcastle via Leeds and connecting the HS2 trains between Leeds and Birmingham with Sheffield and Chesterfield, should the Government's preferred route be approved. Thus, the provision of a northern junction which provides a 'northern loop' for HS2 offers wider benefits across the country.

We would welcome a commitment from HS2 Ltd to fund the junction, should the revised route be accepted. We would also expect to see a commitment from the Government to fund the upgrades that would be required to the Dearne Valley line, Erewash Valley line, Midland Mainline and Sheffield station as part of this route,

should it be approved. Given that the purpose of the northern loop is to facilitate HS2 connections to Leeds, we believe that it should be committed to and funded as part of the overall HS2 project. Likewise, a similar commitment to delivery and funding of upgrading the Midland Mainline would also therefore be required.

5.3 Question 9 – Do you support the proposed location of the northern junction in the vicinity of Clayton?

If the Government chooses to progress the current recommended route, the provision of a grade separated junction at Clayton, and the upgrading and electrification of the Dearne Valley line, offers opportunities for improved connectivity and journey times between Sheffield and Leeds. It is important that the junction and use of the Dearne Valley line by HS2 and NPR trains does not have an adverse impact on local and regional services, which we would also like to see improved.

As Clayton is the point where the two lines would cross, and there are minimal property impacts in this location, this would appear to be an appropriate location for the junction. We would expect the junction to be designed so as to minimise the visual impact on nearby properties in Clayton and the 12th Century Grade 2 listed All Saints Church at Frickley.

6. Conclusion

We welcome the opportunity to respond to this consultation, and encourage the Secretary of State to make a final decision on the route and station options for the SCR as soon as possible. This will provide certainty, particularly for those residents and businesses that will be affected by the route. A final decision will also allow long term planning for the scheme and its economic benefits to commence, including the development and implementation of our HS2 Growth Strategy.

We look forward to working closely with HS2 Ltd and our partners, through our HS2 Programme Board, in taking HS2 Phase 2b forward to approval and implementation and achieving the best outcome for SCR.

7. Contacts

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Sheffield City Region

Sheffield City Region HS2 Growth Strategy

Submission to Government for the release of Tranche 1 funding

February 2017



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1. Introduction

The Government's High Speed 2 (HS2) rail project aims to build a stronger, more balanced economy that delivers lasting growth and shared prosperity. It is set to re-shape the geography of the UK and bring transformational improvements in journey times and connectivity to the Sheffield City Region. It will create significant new capacity on the UK's rail network and an attractive alternative to the car for longer journeys. It will also bring a major boost to the economic prosperity and success of the City Region, and it is important that we are ready to take full advantage of these opportunities.

The Government, through the Department for Communities and Local Government (DCLG), is awarding £1.25m funding to each city region, or 'place', that has an HS2 station in order to develop and implement a local HS2 Growth Strategy. The funding is intended to ensure that each region is in a position to secure maximum economic benefit from HS2, both during the construction phase and once it opens.

The Government's HS2 Command Paper issued on 15th November 2016 announced the allocation of £1.25m in Growth Strategy funding to Sheffield City Region (SCR). This funding will be allocated in two tranches of £625,000. The first tranche will be used to develop a Growth Strategy for the wider SCR while the second tranche will be used to develop detailed masterplans for each of the HS2 stations in the region.

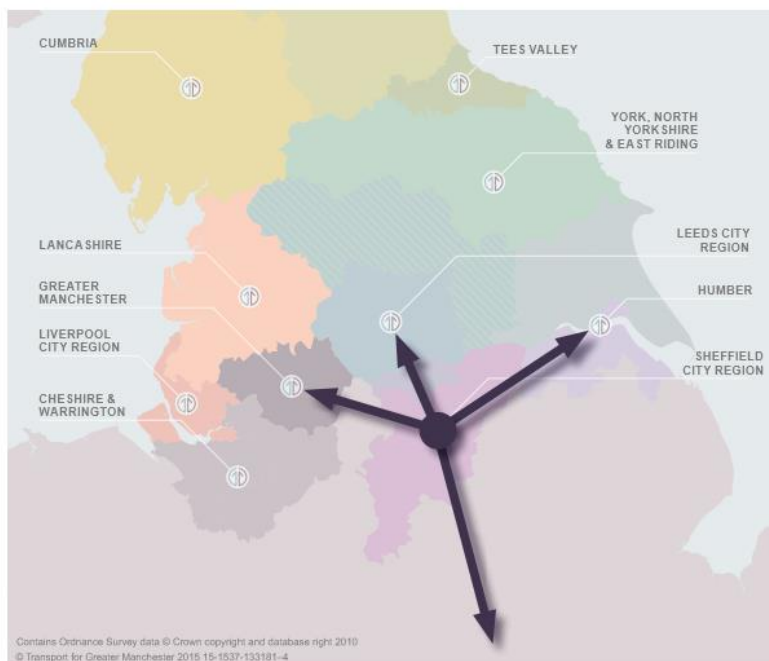
This document is the SCR's submission to Government for the release of the first tranche of Growth Strategy funding. The second tranche will be released later in 2017 when the final route and station locations are confirmed by the Government.

2. Realising the Economic Potential of HS2

Sheffield City Region (SCR) contains more than 1.8 million people and approximately 52,000 businesses, and supports approximately 700,000 jobs, generating an annual GVA of £30 billion. The SCR Strategic Economic Plan (SEP) sets an ambitious target to increase GVA within the City Region by £3.2bn, create 70,000 net additional jobs, 6,000 net new businesses and at least 70,000 new homes by 2025.

Achieving this ambition will strengthen SCR's contribution to the national economy and its key role within the Northern Powerhouse. Infrastructure is key to unlocking and driving economic growth, fundamentally enabling our businesses to expand and increase productivity. That is why we see rail, including both HS2 and Northern Powerhouse Rail (NPR), as an essential element in supporting this economic activity and growth as rail improves connectivity, opens up the labour markets and is critical to the success of rebalancing the UK economy. A report produced in 2016 by JMP Systra for the HS2 East Consortium on the wider economic impacts of the HS2 eastern leg estimated that the SCR would gain an additional £107m in GDP per annum.

HS2 and NPR offer the opportunity to shift the emphasis away from London and allow the Midlands, North West, Yorkshire and North East regions to thrive, whilst bringing them closer together. HS2 will provide a step-change in rail capacity and connectivity and it will also strengthen links between Sheffield and Leeds, a conditional outcome of NPR. The two projects will have important synergies in Sheffield, where NPR routes to Manchester, Leeds and Hull will connect with HS2. It is anticipated that the highest levels of passenger demand for HS2 will come from commuters within high value, knowledge intensive jobs. Sheffield City Centre is a key location for these sectors, underlying the importance of improving connections between the key economic centres of the north as well as improving links to London as it will ensure that the north's economy becomes more integrated and stronger through agglomeration benefits.



As our partners in Leeds City Region have already highlighted in their Growth Strategy, a world class transport system must better connect the individual cities and towns in the North, to allow them to function as a single economy. That is why we will ensure that NPR is an integral part of our Growth Strategy to maximise the connections beyond HS2. Excellent connectivity across the North will take the City Regions' individual

performance to the next level, bringing them together to help create the critical mass to compete globally. That is also why we propose to work with our partners in Leeds City Region to identify mutually beneficial opportunities for collaboration, especially in relation to the location of the proposed South Yorkshire Parkway station and the northern loop which has the potential to benefit communities in both regions. We consider the northern loop as essential to provide for enhanced onward connectivity to Leeds and meet Transport for the North's (TfN) NPR conditional outcomes. We will be strongly encouraging TfN and HS2 Ltd to ensure work on the northern loop is complete in time for inclusion within the HS2 Hybrid Bill.

There are already projects underway which will begin to ensure that SCR benefits from HS2. A National High Speed Rail College is being built in Doncaster and an HS2 maintenance depot is planned at Staveley near Chesterfield. The National High Speed Rail College in Doncaster will open in September 2017 and attract up to 2000 students at its peak. It will sit alongside our existing world-class further and higher education providers in the region and help to deliver one of the great legacies of HS2 – the next generation of railway engineers. These are the young people that business needs to deliver HS2 and other rail projects and drive growth in the region and across the UK.

HS2 will also provide a major boost for the SCR rail industry, which has more than 200 companies employing over 6,500 people, mainly in the Doncaster area. Doncaster is home to a number of major rail manufacturing companies including DB Schenker, Wabtec, Volker Rail and Hitachi. These major rail companies, as well as many other rail-related businesses, could benefit both directly and indirectly from HS2, and it could attract other rail-related businesses into the region in the future.

HS2 also presents real opportunities to add to work to improve capacity on existing rail services serving the SCR, through released capacity on the Midland Mainline and East Coast Mainline, and through enhanced local connectivity. A study by the West Yorkshire and

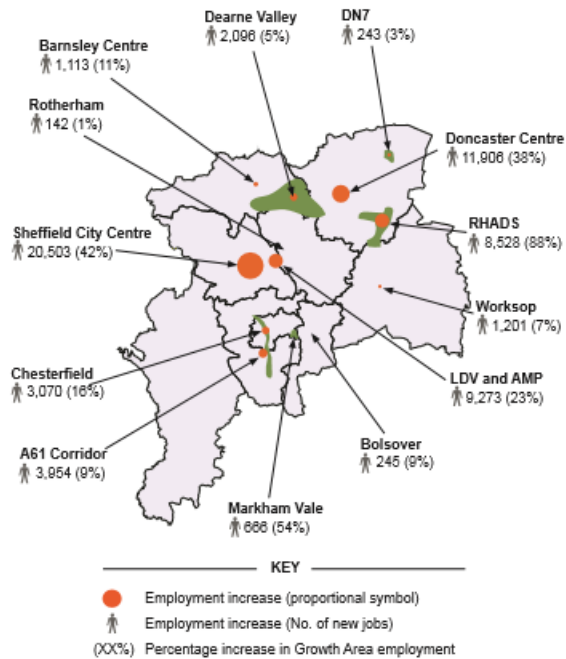
South Yorkshire Passenger Transport Executives has estimated that by improving existing services in this way the Sheffield and Leeds City Regions will gain additional benefits of between £300m and £800m.



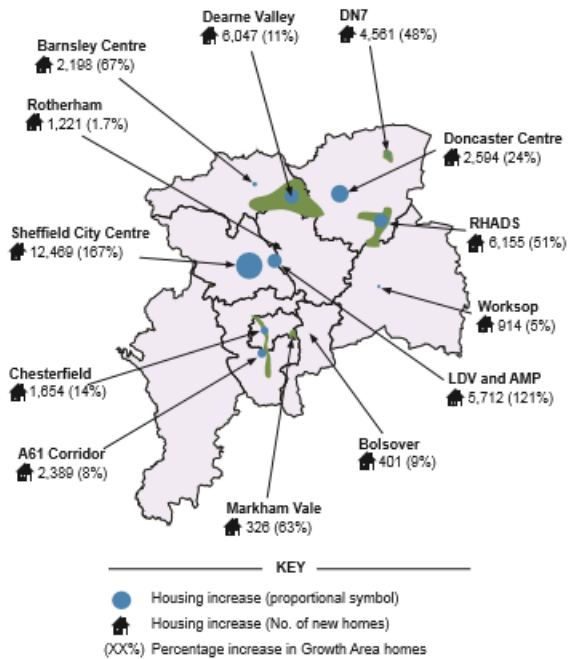
the investment by HS2. One potential solution is shown in this diagram as an expanded mass transit system linking key SCR growth locations.

That is also why SCR considers a parkway station, which would have the potential to broaden the population catchment within easy reach of an HS2 station, as being so critical to ensuring the region benefits economically from this infrastructure investment. Not least because the location of such a parkway station could serve the wider Barnsley, Rotherham and Doncaster catchment which has also been identified for significant housing and employment growth.

Employment increase by Growth Area and Urban Centre: 2014 - 2024



Housing increase by Growth Area and Urban Centre: 2014 - 2024



Taking this into account, our approach to the Growth Strategy Tranche 1 is to understand and maximise the benefits to ensure they are far reaching across the city region.

3. HS2 in Sheffield City Region

Since the HS2 eastern leg was first proposed, SCR has been working closely with HS2 Ltd and our regional and local partners to ensure that the best possible route and station option is selected for the region. Initially this involved a proposed station at Meadowhall on the main HS2 line to Leeds. However, following a review of costs and technical feasibility, in July 2016 Sir David Higgins proposed in his South Yorkshire Options report that there were considerable difficulties with the Meadowhall station and route.

Sir David Higgins' report therefore proposed that the main station for HS2 services in South Yorkshire should be at the existing Sheffield Midland station, served by a 'classic-compatible' spur from the main HS2 line onto the Erewash Valley line and then the Midland Mainline into Sheffield city centre. This would allow HS2 trains to potentially serve Chesterfield. This would also allow the main HS2 line to be moved further east along the M1 and M18 through less built up and more favourable terrain. This is the route that is currently out for consultation.

The Higgins report also raised the possibility of a northern loop out of Sheffield to the north and a junction linking this back onto the main HS2 line, potentially at Clayton near Barnsley. This would allow HS2 trains, and potentially NPR trains, serving Sheffield to continue north to Leeds. The report also asked HS2 Ltd to investigate the feasibility of a parkway station on the main HS2 line to serve the wider South Yorkshire region. SCR is currently working with HS2 Ltd on its parkway study in order to ensure the location is strategically located to benefit our key growth locations identified previously.

Alongside the officer level liaison with HS2 Ltd to discuss the route, stations and service patterns for HS2 in SCR, we have been working with wider stakeholders to ensure that the City Region is 'HS2-ready'. This has included setting up a dedicated HS2 website and engagement campaign called OnTrack4HS2, to communicate the positive benefits of HS2 and ensure businesses are ready to take advantages of it. This campaign has included substantial media activity and engagement events. It is proposed to continue with this campaign, but with a wider reach and greater emphasis on engagement, as part of the Growth Strategy.

In recognition that there are concerns that the proposed new HS2 eastern route will have a significant impact on specific communities, SCR has commissioned a 'mitigation study' to look into measure that could ameliorate this impact. The study accepts that this is the Government's preferred route but will examine whether there are opportunities for minor 'tweaks' to the route or design at five key locations in Rotherham and Doncaster where there is a significant impact. The study is due to report in mid-February, and will inform the formal SCR response to the current HS2 route consultation, which closes in early March.

SCR has been liaising closely with HS2 Ltd and the relevant local authorities on the location for the proposed parkway station. At a recent meeting hosted by SCR, HS2 Ltd presented eight potential locations and these will be sifted against their station criteria to come up with a shortlist of three and eventually a preferred option. SCR is keen to see a parkway station that will serve the wider region, and in particular those areas that are not so well served by a station in Sheffield city centre. This will ensure that the economic and connectivity benefits generated by HS2 are spread as widely as possible across the region, and in particular that benefits accrue to some of the less economically buoyant areas of the region.

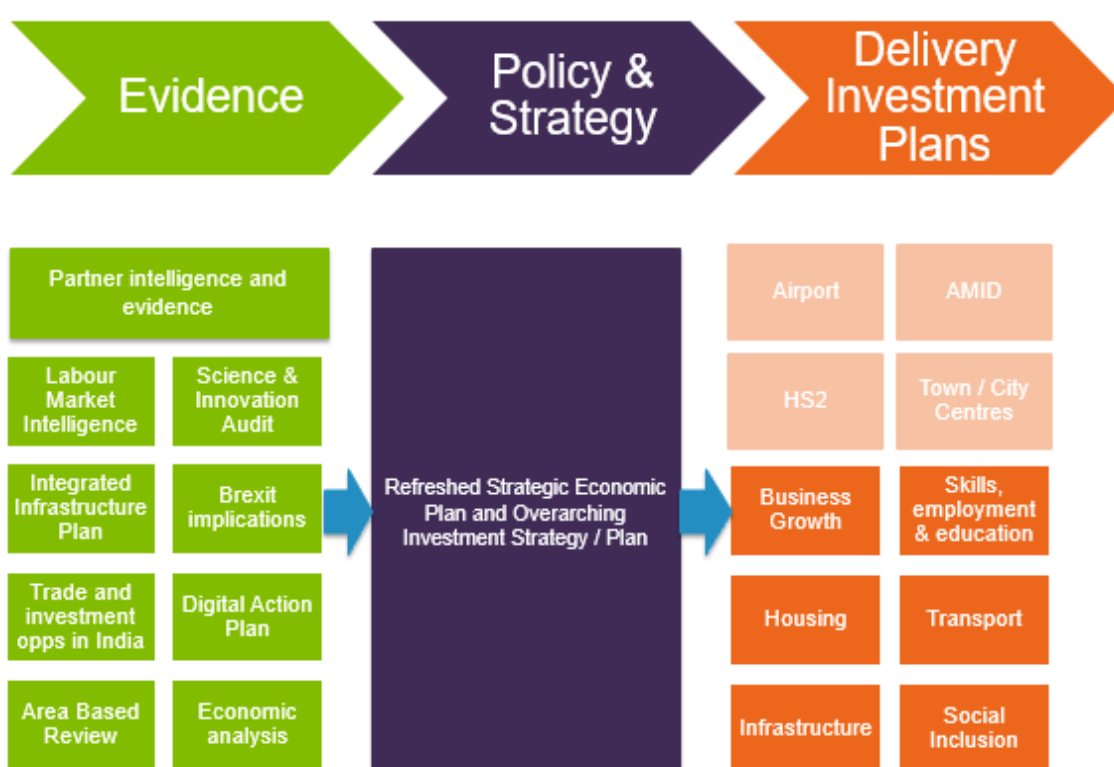
SCR is a member of the HS2 East consortium of local authorities and businesses on the eastern leg of HS2. Since its formation, this consortium has been actively promoting the benefits of the HS2 eastern leg and seeking to ensure the Government remains fully committed to implementing it. This has included commissioning a report in 2016 on the economic benefits that the eastern leg will generate, both for the regions it passes through and for the wider UK economy. We will draw on this report's findings in developing our Growth Strategy.

4. Proposed Growth Strategy Approach

SCR is currently refreshing its Strategic Economic Plan (SEP) and it is proposed to integrate the HS2 Growth Strategy with this plan. This will enable efficiencies to be achieved in terms of the evidence base work and ensure that HS2 is integrated with the wider SEP as well as the refreshed SCR Transport Strategy to create a comprehensive strategic framework with HS2 at the heart.

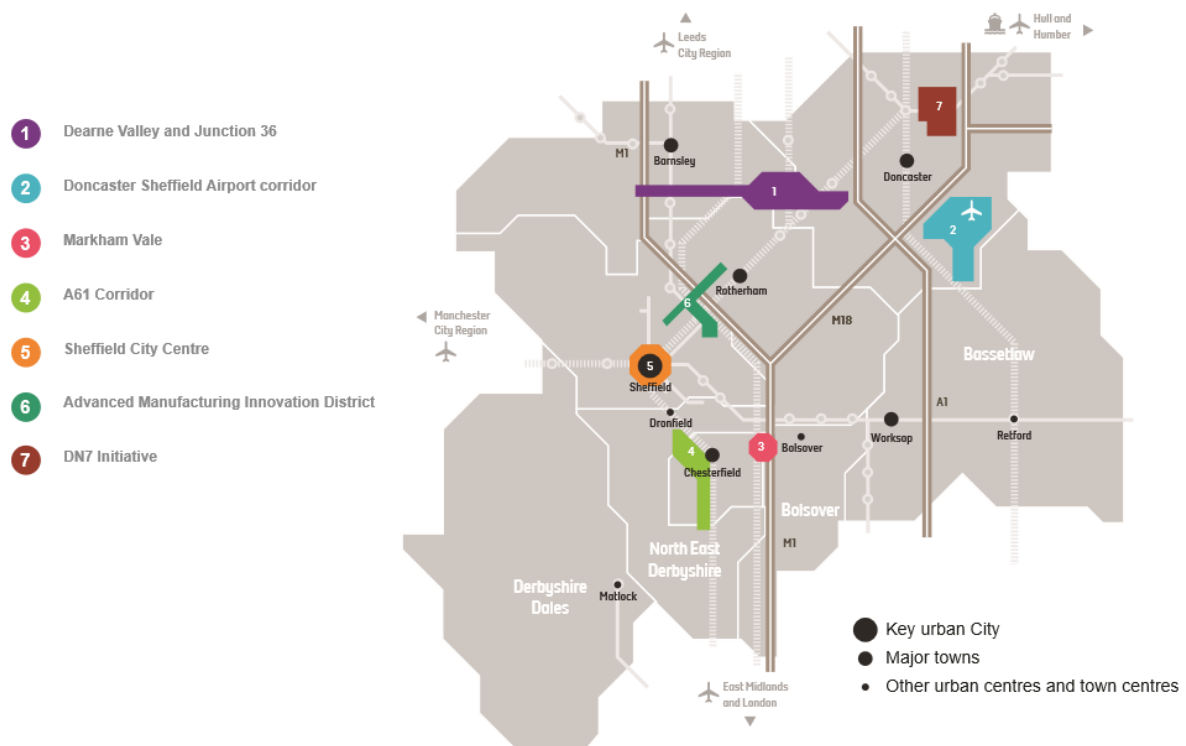
The SEP will draw upon a number of evidence base sources. This will include the HS2 economic base. In addition, the Transport Strategy will draw upon a number of evidence sources which will include the connectivity requirements commission outlined below. The SEP will then set out our headline economic objectives and a series of thematic conditional outcomes required to achieve these objectives. One set of these conditional outcomes will relate to transport and will define the core policies within the refreshed Transport Strategy. We expect that a sub-set of these conditional outcomes will relate to HS2 and improved connectivity to and from the proposed stations.

The following diagram outlines how the HS2 Growth Strategy work packages will interact with the SEP refresh, from evidence base through to the production of the HS2 investment and delivery plan (produced through SEP refresh funding).



SCR also published the first Integrated Infrastructure Plan (IIP) in November 2016, which sets out the key infrastructure investment needed to bring forward our SEP growth areas. It

is anticipated that the current HS2 consultation route will directly affect a number of these growth areas. These growth areas are shown on the following excerpt from the IIP.



As such it is proposed to utilise Growth Strategy funding to identify which of these growth areas will likely benefit from the new route and then, alongside the station masterplans, develop more detailed frameworks for each of these affected areas. These frameworks will look in detail at the opportunities presented in each of those areas, identify the sequencing of the infrastructure required and how the benefits of HS2 can be maximised in that location. It will not seek to provide detailed station land use masterplans, as those will be produced once the final route is confirmed.

5. Work Programme

When the Government announced the start of the formal route consultation through South Yorkshire, it was indicated that SCR will receive £1.25m to help us develop a Growth Strategy. Tranche 1 of this funding (£625k) will be allocated in early 2017, in advance of the route being finalised, and the remaining £625k (Tranche 2) following the final route announcement later in 2017. This section sets out our proposed work programme for the delivery of an HS2 Growth Strategy for Sheffield City Region.

5.1 Summary of Growth Strategy Work Programme

Tranche 1: Maximising the Benefits of HS2 for Sheffield City Region (£625k)

- Developing the economic evidence base for HS2 in Sheffield City Region, identifying what the primary objectives of HS2 in the region should be, which locations and sectors are most likely to benefit, how this could be realised including how we can grow demand.
- Establishing the wider connectivity requirements, in accordance with the SCR IIP, to link these locations with HS2 and other key connectivity nodes such as Doncaster Sheffield Airport and emerging Northern Powerhouse Rail proposals.
- Producing concept masterplans for each of the locations which will benefit from HS2, including the station locations proposed in the current route consultation and the potential parkway station. This will build upon the existing spatial packages identified in the Integrated Infrastructure Plan to scope out what infrastructure interventions are required in that locality to unlock growth.
- Based upon which sectors and location of businesses that are likely to benefit from HS2, developing a package of support that can be put in place and be delivered through existing SCR Growth Hub and Skills Bank arrangements.
- In preparation of the route through South Yorkshire being confirmed later in the year, a Communications and Engagement plan will be developed and resourced which will aim to provide a co-ordinated approach to managing engagement with stakeholders.
- An Interim Progress Report will be produced which will capture the outputs from the Tranche 1 work packages and can be used to communicate this to stakeholders.
- Programme management resource will oversee the development and delivery of the Growth Strategy.
- Project delivery budget will enable some of the interventions and activities identified in Tranche 1 to be pump primed to allow early wins.

Tranche 2: Development and Investment Opportunities (£625k)

- Led by the relevant local authority, once the route through SCR has been confirmed, detailed development masterplans for each of the stations locations. This will include the preparation of a land strategy to assemble land prioritised for development under public ownership in or around the station locations.
- Development of a station investment strategy to identify how development and be de-risked to create an investable proposition linked to the land strategy. This will also include consideration of appropriate delivery vehicles.
- Development of the Implementation and Investment Plan including business case development, prioritisation and sequencing of interventions and delivery and funding mechanisms.

5.2. Tranche 1: Maximising the Benefits of HS2 for Sheffield City Region

Work Package 1.1 - Developing the Economic Evidence Base

The initial task in developing the Growth Strategy will be to assemble an up-to-date evidence base in order to understand the opportunities and challenges created by HS2. This will form part of the evidence base for the SEP refresh. The work will include:

- Assessing the economic impact of HS2 and Northern Powerhouse Rail (NPR), to provide an overall narrative, create a base-case and to contribute to the business case development for additional investment. This will include an assessment of not only existing demand for rail services but also the potential to increase demand based upon enhanced connectivity between London as well as northern Core Cities.
- Assess the economic potential of HS2 and NPR, analysing how targeted interventions will accelerate or improve that potential. To include estimates of potential benefits in terms of sectors, supply chains, land value and GVA uplift, job growth, skills requirements and development potential.
- Identify which locations across the City Region are more likely to benefit from the enhanced connectivity which HS2 and NPR will provide, especially where these relate to the spatial growth areas identified in the Integrated Infrastructure Plan.
- Create a narrative about how HS2 and NPR will support development across the SCR and beyond through connectivity to other key economies in the North and Midlands and thus how they relate to the economic goals of the Northern Powerhouse.
- Assess the growth potential for various scenarios including NPR but no HS2, NPR and HS2, and with additional Growth Strategy interventions to stimulate transformational growth. This will take into account the work done by consultants on developing the TfN Integrated Rail Report which assessed four potential long term rail growth scenarios.

Work Package 1.2 - Establishing Wider Connectivity Requirements

This work package will identify the connectivity improvements that are required to ensure the wider region is well-connected to HS2 and NPR and fully able to take advantage of the benefits that it will bring. This work will have to make some assumptions about station locations i.e. that the main SCR station is likely to be at Sheffield Midland, with a stop at Chesterfield and a potential parkway station in the east of the region. In terms of the parkway station the work will consider the potential shortlisted locations identified by HS2 Ltd and make an assessment of the connectivity position and requirements for these locations. In doing this we will take advice from HS2 Ltd on confidentiality and also ensure we are synchronised with their sifting process and timetable, and recognise that a final decision is yet to be made by the Secretary of State following the completion of the HS2 study.

This work will inform the refresh of the SCR Transport Strategy and will also feed into the more detailed station master-planning in Tranche 2. The work will include:

- Considering the need for enhanced local rail services to feed into HS2 services, and for improved bus services and interchange and road access. It will also consider opportunities that will arise from released capacity on the Midland Mainline and East Coast Mainline.
- Access to and from the key areas of likely demand for HS2 services, both in terms of residential areas of demand and business / visitor demand. Connectivity is important for both SCR residents and businesses to access HS2 and for people arriving into the region by HS2 to reach their onward destination quickly and easily so that the time savings from HS2 are not lost.
- An emphasis on linking the region's major town and city centres and key growth areas into HS2, focussing particularly on those that are closest to HS2 stations and those where there are specific HS2-related opportunities, such as the rail industry cluster in Doncaster.

Considering how HS2 will link into and complement NPR services, and the relevant infrastructure requirements for this, particularly the Northern Loop and junction.

Work Package 1.3 – Developing Concept Masterplans

We will commission a high-level development framework for each station location as well as those areas which work package 1.1 identified as having the potential to benefit from HS2. In the case of the station locations, these would effectively be a concept masterplan, as precursor to the detailed masterplan to be produced in due course by a development partner as part of Tranche 2 once the final route has been confirmed. As such, this work will include:

- At the station locations, the identification of a long-term transport hub solution that provides value for money and adequate capacity for future pedestrian flow – including passenger interchange between rail, other modes and the surrounding streets, as well as non-passengers i.e. those visiting the station as a destination and those passing through it.
- Consideration of its integration with the urban context to create an attractive place and destination as well as building on the connectivity work undertaken as part of work package 1.2 to ensure people can get to and from each station location.
- Linking with the implementation of the Integrated Infrastructure Plan, to assist with the development of strategic business cases for each relevant spatial growth area where they are identified as having the potential to benefit from HS2.
- Develop designs, delivery and business cases for each of the interventions around the stations and in the other locations which will benefit from HS2 connectivity, identifying the most appropriate financing route.

Work Package 1.4 - Developing a Business Support, Skills and Employment Package

This work package will identify the interventions that are required to ensure that businesses in the SCR are HS2-ready and fully aware of the opportunities that will arise from HS2. This will include identifying any assistance that is required to help businesses and employers to take full advantage of HS2, including providing information about HS2 contracts and supply-chain opportunities. The work will include:

- Through the existing SCR Skills Bank, ensuring that the region's workforce is fully aware of the employment and skills opportunities that will arise from HS2, both directly and indirectly. This will include promotion of the National College for High Speed Rail in Doncaster and the training opportunities that will provide as well as the employment in the construction and operation of HS2.
- Development of a skills and supply chain action plan. This will take an action-orientated approach to building the plan – engaging with relevant organisations to understand the scale of the opportunity for the region, influencing procurement in second and third tier suppliers, encouraging innovation, providing a pipeline of opportunity as well as the barriers and challenges to be overcome and the interventions needed with options for how to fund them.

Work Package 1.5 – Developing a Communication and Engagement Plan

The Communication and Engagement Plan will ensure that the benefits HS2 will bring to the SCR are communicated widely, targeting those sectors and stakeholders that are likely to benefit most. It will also focus on maximising stakeholder engagement in the HS2 project in the region and in the development and implementation of the Growth Strategy. The Communication and Engagement Plan will build on SCR's successful 'On-Track4HS2' communications and engagement campaign. This work will include:

- Raising awareness of the economic benefits of HS2 and positively influencing attitudes amongst the SCR business community and other key stakeholders, including residents and potential inward investors.
- Ensuring that key stakeholders are actively engaged in the development and implementation of the Growth Strategy and the wider planning for HS2 in the region.
- Influencing key decisions makers locally and nationally in order to ensure that SCR is able to maximise the benefits of HS2 to the region's economy.
- Linked with the support package, ensure that the SCR business community is made aware of and able to access the range of potential business, skills and supply chain opportunities resulting from the HS2 project both locally and nationally.

Work Package 1.6 - Interim Progress Report

As part of the conclusion of Tranche 1, it is proposed to produce an interim report summarising the findings so far, bringing together all the other HS2 work, and setting out the predicted benefits and opportunities. This statement will be used as part of the Communications and Engagement plan to engage with as wide a range of stakeholders as possible.

Work Package 1.7 - Strategy Development

At the Tranche 1 stage, it is likely that a number of projects or interventions will be identified requiring a small amount of pump priming in order to get them underway. This budget will be reserved for this purpose or to supplement other identified activity, including delivery and implementation planning, once costs are confirmed. This also includes a programme management resource to oversee the development of the strategy.

5.3. Tranche 2: Development and Investment Opportunities

Work Package 2.1 – Station Development Masterplans

Building upon the concept masterplans produced in Tranche 1, it is expected that local authorities where the stations are located will work with identified development partners to produce detailed station development masterplans. This will also involve a strategic land strategy which is critical to maximising land value capture as well as controlling the quality and pace of regeneration at the station locations. Confirmation of the HS2 route along with NPR proposals will generate an enhanced interest in the station locations. This work will include:

- A strategy with the objective of assembling land for prioritised development under public sector control, maximising the pace, quality and value of regeneration.
- Building on existing public sector land opportunities, identify construction sites for development at the station and in the surrounding area.

- Collaboration with D2N2 LEP on proposals at Chesterfield Station to ensure there is clarity as to who leads on the work at that location, looking at joint funding opportunities.

Work Package 2.2 - Station Investment Strategy

Creating and de-risking development opportunities by pulling together a station land strategy will create a more attractive investable proposition. In addition, clarity on the potential delivery vehicles for specific interventions will be required at each station location. This work will include:

- Consideration of delivery vehicles already in place at other HS2 stations, in order to learn from the work already underway and apply best practice to HS2 stations in SCR.
- Identify potential investment models for the interventions identified in the station regeneration frameworks and strategic business plans, linked to the next stage of the Integrated Infrastructure Plan (IIP) work.

Work Package 2.3 - Implementation and Investment Plan

Developing an Implementation and Investment Plan for the Growth Strategy that sets out the interventions required and to be programmed over the 15-year period until HS2 Phase 2 opens in 2033. This will include outline business cases for interventions, prioritisation and sequencing, funding and finance, and delivery mechanisms and partners. It will cover both capital investment in infrastructure and revenue investment for public transport service improvements and business support. This will include investment planned or expected to be made by third parties to support the SCR Growth Strategy.

Work Package 2.4 - Strategy Implementation

At the Tranche 2 stage, it is likely that a number of projects will be identified requiring a small amount of pump priming in order to get them underway. This project delivery budget will be reserved for this purpose or to supplement other identified activity once costs are confirmed. This also includes a programme management resource to oversee the implementation of the strategy.

5.4. Summary Financial Table

Work Package Ref. No.	Work Package	Gov't Contribution (£)	SCR / Partner Contribution (£)	Total (£)
Tranche 1				
1.1	Evidence Base	60,000	75,000 (SEP Refresh)	135,000
1.2	Connectivity	25,000	75,000 (Transport Strategy)	100,000
1.3	Concept Masterplans	100,000		100,000
1.3	Business Support, Skills and Employment	100,000		100,000
1.4	Communications and Engagement	100,000		100,000
1.5	Interim Report	20,000		20,000
1.6	Strategy Development	220,000	76,740 (in-kind staff time)	296,740
	Total	625,000	226,740	851,740
Tranche 2				
2.1	Station Masterplans	300,000	TBC	300,000
2.2	Station Investment Strategy	50,000	TBC	50,000
2.3	Implementation and Investment Plan	75,000		75,000
2.4	Strategy Implementation	200,000	76,740 (in-kind staff time)	276,740
	Total	625,000	76,740	701,740

Budget Notes

- 1. SEP Refresh and Transport Strategy contributions relate to the total amount being spent on those commissions.*
- 2. All figures are indicative and subject to change as work progresses.*

5.5 Growth Strategy Timescales



Timescales are dependent on a timely release of funding, a decision by Government on the final route and stations for South Yorkshire in the summer of 2017, and SCR ability to procure additional staff resource and consultancy assistance.

6. Governance

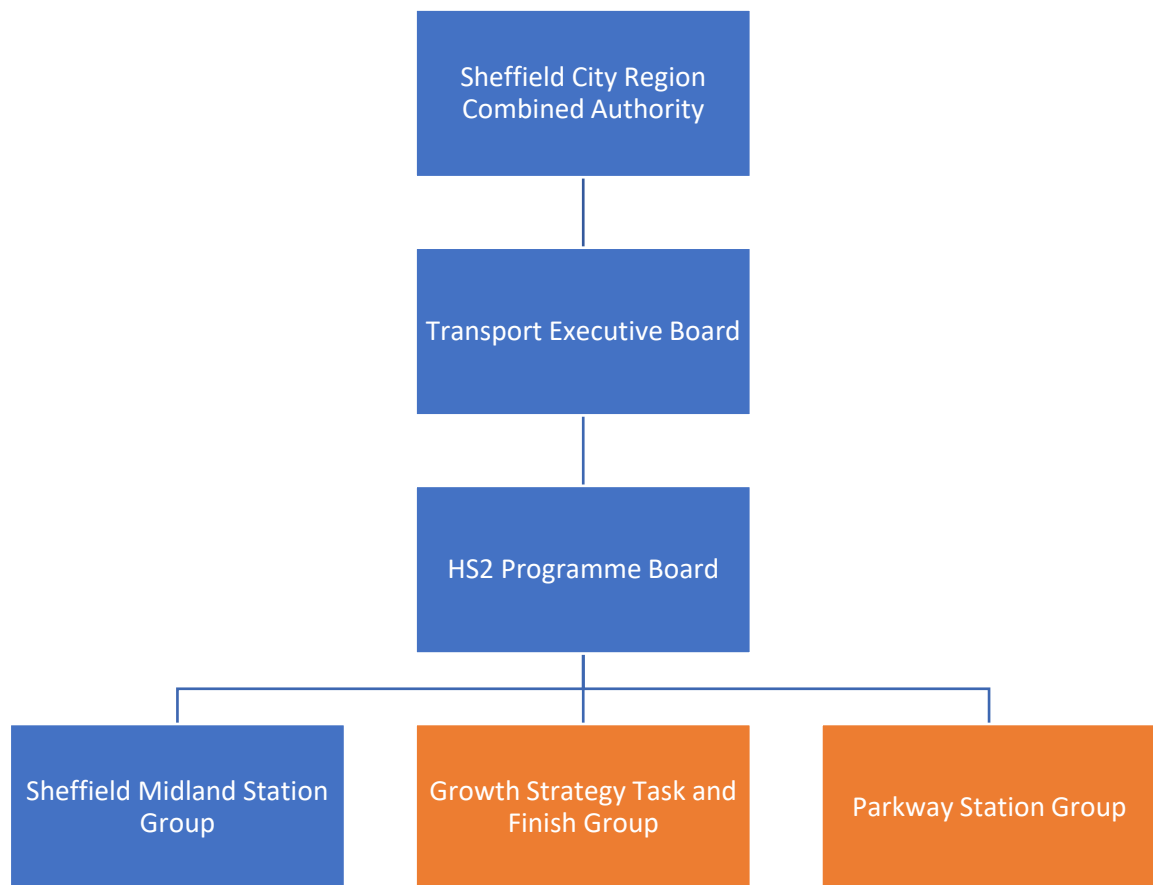
Fundamental to our Growth Strategy delivery will be the need to work together – across the private and public sectors and across local authority and Local Enterprise Partnership boundaries.

The Growth Strategy work will be led by the SCR HS2 Programme Board, which was established in 2014 to oversee the SCR input into the HS2 project. This board is made up of senior directors from the constituent SCR local authorities, together with South Yorkshire Passenger Transport Executive (SYPTe), HS2 Ltd, TfN, Network Rail, DCLG and DfT, and reports into the SCR Combined Authority Transport Executive Board. The Terms of Reference for the Programme Board are attached as Appendix A.

Supporting the board, there will be a requirement to establish a Growth Strategy task and finish group to co-ordinate the day to day work and liaison with DCLG and other partners. We expect this group to be time limited as the work of the Growth Strategy emerges and other groups emerge begin to take ownership over specific activity i.e. communications, connectivity etc. This includes the existing Sheffield Midland Station Study Board, led by Sheffield City Council, which is expected to lead on the development masterplan in Tranche 2 and ensure this is linked with the emerging NPR workstream. In addition, we expect that once a final parkway station location is confirmed, a similar Parkway Station Group will be established, led by the relevant local authority.

We will also establish a relationship with the D2N2 LEP in the East Midlands and Leeds City Region, whose areas we overlap with, in order to co-ordinate the respective Growth Strategies.

An outline of the Governance Structure is shown in the diagram below.



APPENDIX A

Sheffield City Region HS2 Programme Board - Terms of Reference

1. Purpose of Group

- 1.1. The primary purpose of the HS2 Programme Board is to provide senior officer input to define the work programme and outputs required to deliver work streams associated with HS2. The Programme Board will provide senior direction, policy advice and recommendations for technical studies that are needed to support further development of HS2 in the Sheffield City Region (SCR) in order to influence HS2 Ltd and Government decisions and the forthcoming Hybrid Bill.
- 1.2. The Programme Board will be supported as appropriate by a number of work packages and Task and Finish Groups, undertaking technical studies to enable the Programme Board to agree recommendations that can be presented to the SCR Combined Authority, Transport Executive Board, Chief Executives and LEP Board.
- 1.3. Each SCR Task and Finish group will have their own Terms of Reference. Other work streams led by external partners will have their own governance arrangements.
- 1.4. In July 2016, Sir David Higgins produced his report on the HS2 route and station location within the SCR, which recommended changes to the previous preferred route. In order for the SCR to positively respond to Sir David Higgins' report, it is proposed that the SCR HS2 Programme Board refocuses its activity to achieve the best outcome for the City Region.

2. Desired Outcomes

2.1 The desired outcomes of the HS2 Programme Board are to:

- Ensure the best possible outcome for the City Region from HS2 in terms of station locations and stops, journey times and destinations, service levels, rolling stock and capacity, connectivity and interface with other services including Northern Powerhouse Rail;
- Maximise the economic benefits of HS2 investment within the City Region in terms of employment growth and inward investment, agglomeration benefits of improved connectivity to other City Regions including London, and master planning to co-ordinate development around stations.
- Minimise any adverse impacts of the HS2 project on residents, businesses and the environment of the City Region and ensure appropriate mitigation and compensation where necessary.

3. Roles and Responsibilities

3.1 To achieve this, the HS2 Programme Board will:

- Give senior direction to all HS2 project related activities;
- Shape the projects through a collaborative approach both within the SCR and with external partners and agencies;
- Prepare and report updates and detailed propositions for consideration by the SCR Combined Authority, Transport Executive Board, Chief Executives, LEP Board, DfT and DCLG;
- Be responsible for communication to stakeholder groups within the city region and confirm positions when required;
- Consider outputs and provide oversight of the technical work;
- Provide advice and support when making the case for future funding streams;
- Assist in providing appropriate resource at prominent times within the programme;
- Own and manage the project risks on behalf of project partners;
- Set direction for the work streams/Task and Finish groups.

4. Work Programme

4.1 The HS2 Programme Board will focus on the following areas:

- Receiving updates from HS2 Ltd/DfT and Network Rail that relates to HS2 within the SCR;
- Receive updates from SCR on local issues that relate to HS2, including growth fund finance and the ability to commission support work in line with the remit set;
- Provide proactive input into the Northern Loop work to be undertaken by Transport for the North to ensure that HS2 connectivity for the SCR is achieved northwards as well as south. To ensure that synergies with Northern Powerhouse Rail are achieved and that the Northern Loop is included within the HS2 Hybrid Bill process;
- Work closely with HS2 Ltd on the feasibility of a Parkway station on the revised route of HS2 as detailed in Sir David Higgins' report;
- Develop improved connectivity from across the SCR into Sheffield Midland station and the proposed Parkway station;
- Provide input into the work on Sheffield Midland Station master planning;
- Commission an independent review of the potential for reducing the impact of the proposed eastern route alignment on residential and business properties within Doncaster and Rotherham boroughs;

- Identify new areas of work as appropriate following announcements or governance changes, for example linkages to HS3 and the development of a wider SCR rail strategy.

5. Frequency of Meetings

- 5.1 The Programme Board will meet monthly throughout the life cycle of the HS2 project;
- 5.2 Each work stream and Task & Finish group will create their own appropriate meeting cycles in line with the studies and projects they undertake;
- 5.3 Existing meeting structures will be utilised wherever possible;
- 5.4 The HS2 Programme Board is supported by Bassetlaw District Council and SCR.

6. Methods of Communication

- 6.1 Communication on a formal basis will be at the monthly HS2 Programme Board meetings.
- 6.2 Email groups will be set up for Programme Board members and separate project groups.
- 6.3 Each organisation represented on the Board, will comply with their own reporting requirements as required by their own governance processes.

7. Programme Board Principles

- 7.1 Programme Board members will:
 - Provide a steer on studies and projects, informed by recommendations from the project working groups;
 - Provide direction for all task and finish groups;
 - Provide senior sign off before submissions to the SCR Combined Authority, Transport Executive Board, Chief Executives, and LEP.
- 7.2 Task & Finish Groups will:
 - Provide expertise, undertake technical studies as appropriate, and guide the process for each study;
 - Liaise effectively with stakeholders and each other;
 - Provide communications and recommendations back to the HS2 Programme Board.

8. Membership

- 8.1 HS2 Programme Board membership is as follows:

HS2 Programme Board	
Neil Taylor (Chair)	Bassetlaw District Council
Mark Lynam	Sheffield City Region Executive Team
Alex Forrest	Sheffield City Region Executive Team
Philip Cooper	Sheffield City Region Executive Team
Matt Gladstone	Barnsley Metropolitan Borough Council
Michael Rich	Chesterfield Borough Council
Steve Cannon	Derbyshire County Council
Peter Dale	Doncaster Metropolitan Borough Council
Damien Wilson	Rotherham Metropolitan Borough Council
Edward Highfield	Sheffield City Council
Stephen Edwards	SYLTE
Stephen McFarlane	HS2 Ltd
Rob Fairy	Network Rail
Stephen Clark	Department for Transport
Gareth Bradford	Department for Communities and Local Government
Vernon Barker	Transport for the North

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TRANSPORT EXECUTIVE BOARD

6th April 2017

UPDATE ON TRANSPORT FOR THE NORTH – STRATEGIC TRANSPORT PLAN

Purpose of Report

To provide Members with a progress update on recent development of the pan-Northern Transport Strategy by Transport for the North and its partners and the proposed next steps in developing an agreed suite of interventions that will support pan-Northern economic growth.

Thematic Priority

6. External Connectivity: Secure investment in infrastructure where it will do most to support growth.

Freedom of Information

This paper is not exempt under [Part II of the Freedom of Information Act 2000](#)

Recommendations

- Members are asked to note progress to date and
- Consider Appendix 3 as options for TfN to develop as part of Sequence 3 in order to support the Northern Powerhouse Rail Conditional Outputs across the Pennines.

1. Introduction

- 1.1 Further to the update report submitted to Transport Executive Board on 30th January 2017, SCR officers have continued to work with Transport for the North (TfN) at multiple levels to develop a pan-Northern Strategic Transport Plan (STP) that seeks to support the economic growth identified in the Northern Powerhouse Independent Economic Review (NPIER) published in March 2015 to establish a high level, pan-Northern transport strategy up to 2050.

The Plan's development is being achieved through modal workstreams with representatives from the partners and relevant statutory bodies, and cover the following:

- Road
- Rail
- Freight
- International Connectivity
- SMART (Ticketing and Information)

SCR officers have worked with TfN to help establish priorities, influence discussions to ensure SCR objectives are met and ensure that all transport aspirations to deliver growth are captured. Additionally, SCR officers have been involved in the development of conditional outputs associated with the workstreams.

- 1.2** TfN have produced an initial draft report of the road element of the Strategic Transport Plan, the Major Roads Report agreed by their Partnership Board on 17th March 2017 that form the basis of initial partner consultation. An initial draft of the rail element, the Integrated Rail Report will follow shortly.

The contents of these reports do not describe detailed schemes but will form the basis of future discussions up to Autumn 2017 around prioritisation and sequencing. Members are advised that the reports have been developed in conjunction with the full range of TfN partners, including Highways England, Network Rail, as well as review and comment being invited from SCR's constituent Local Authority partners.

Key milestones are shown below:

April 2017

- TfN engagement with Partnership and Executive Board representatives, using the Working Draft of the Strategic Transport Plan and Suite of Documents

Executive Board – 20th April 2017

- Approval of Suite of Documents for publication in May 2017

May 2017

- Suite of Documents published
- Working Draft of the Strategic Transport Plan published for Partners

March – September 2017

- Sequencing and prioritisation of the TfN Investment Programme on a multi-modal basis
- Additional work on the 'How?' pillar of the Strategic Transport Plan

May – August 2017

- Engagement with Internal Partners and 'Close Friends' on Working Draft of the Strategic Transport Plan
- Possible workshops / roadshows on the Initial Integrated Rail Report and Major Roads Report

October / November 2017

- Publication of the Draft Strategic Transport Plan, Updated Integrated Rail Report and Major Roads Report, and Integrated Sustainability Appraisal

December 2017 – March 2018

- Statutory 12 week consultation

March – June 2018

- Review of consultation feedback

July 2018

- Adoption of the Strategic Transport Plan as the Plan for the statutory body

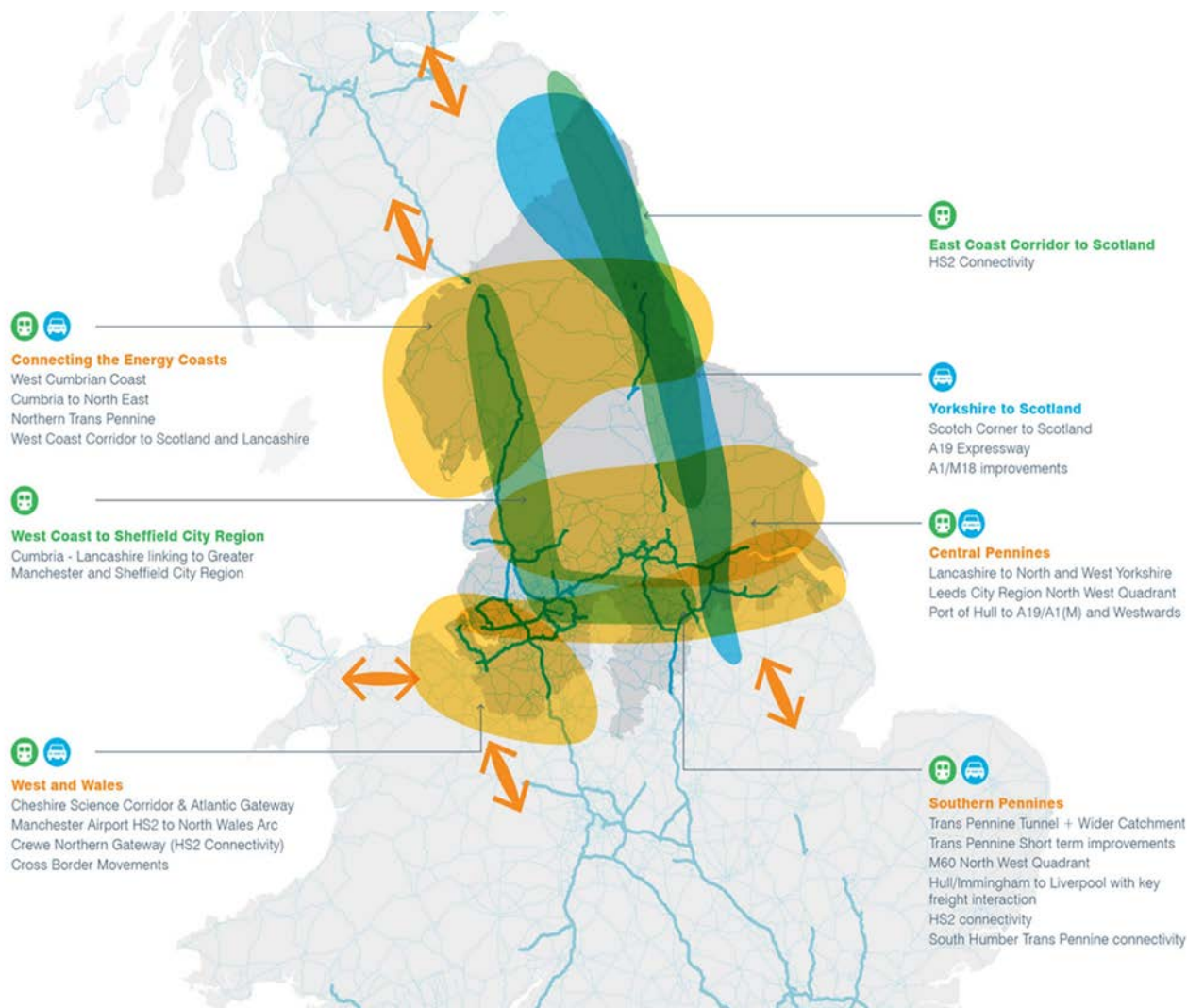
1.3 In addition to the above:

- Highways England has recently published its second Road Investment Strategy that provides a high level view of possible major road investments between 2020 and 2025, subject to business case development and demonstrating value for money;
- Network Rail has started their North of England Route Study which will assess growth and capacity (including long term rail infrastructure requirements) in the north to 2043. They are working with TfN, Rail North and local authorities including SCR; and
- Rail North are about to refresh their Long Term Rail Strategy.

This national and sub-national work is being used as part of the wider context for TfN's Strategic Transport Plan to inform the final transport vision for the north of England.

1.4 Prioritisation and Sequencing

The completion of the two key draft reports (road and rail) has now allowed TfN to start to consider indicative, high level corridors which do not include specific solutions. TfN have identified 15 road and 10 rail interventions alongside the work on SMART north. These have been packaged into 9 'strategic development corridors' as shown below:



The following affect SCR:

- Lancashire to Sheffield City Region
 - Linking through Greater Manchester
 - West Coast Corridor
- Southern Pennines
 - TPT and Wider Catchment
 - TP Short Term Improvements
 - M60 North West Quadrant
 - Hull/Immingham to Liverpool with key freight interaction
 - Midlands Connect

These 9 corridors are also informed by the cross cutting work on Northern Powerhouse Rail, Smart North and the East Coast Corridor to Scotland.

TfN will take this work forward in conjunction with partners in order to understand fully and incorporate more local, specific interventions that are either being delivered or planned. This work will culminate in an agreed work programme for TfN that will include any necessary new studies.

On completion of this work, TfN will commence the first pass of prioritized investments required bases upon possible solutions.

It is intended that further engagement with partners via LEPs and CAs will be undertaken to agree those proposals and possible sequencing. This joint approach establishes a stronger collective support for future funding bids than would be possible otherwise.

The approach to this engagement is currently under development by TfN and further details are expected to allow consultation from May 2017, i.e. once the reports have been approved by their Executive Board.

2. Sub-National Transport Body Status

2.1 TfN sought status as a Statutory Transport Body from the Secretary of State for Transport in October 2016 and this has now been confirmed (17th March 2017) and completion will occur over the coming months as shown below:

- Early April 2017 – Issue draft constitution to Constituent Authorities
- Early June 2017 – Constituent Authorities to have made final comments on the constitution
- June/July 2017 – Approval of constitution by individual Constituent Authorities
- Early September 2017 – TfN to collect all Constituent Authority consents/approvals before final response to Secretary of State

2.2 The establishment of TfN becoming England's first Sub-national Transport Body will allow TfN to:

- Speak with one voice on behalf of the North on transport;
- Ensure the North's priorities are clearly understood by Government;
- Help to add almost £97bn and 850,000 jobs to the economy by 2050 (Northern Powerhouse Independent Economic review);
- Identify the best ways to improve pan-Northern transport connectivity, making commuting across the North a better experience for passengers and transport users; and
- Deliver Smart Travel across the North, making it easier for people to get from A to B throughout the region.

This facilitates a strong, formal role and establishes TfN as a statutory partner in both the road and rail investment processes, giving TfN responsible for setting the North's priorities around strategic road and rail investments albeit with the Secretary of State remaining the final decision maker. TfN's Partnership Board has welcomed the Secretary of State's commitment to TfN becoming a statutory body.

2.3 DfT has expressed support for TfN's desire for the ownership of Rail North to be transferred once it achieves full statutory status. This will allow TfN to speak with one voice for the North across modes and services through TfN being a formal consultee for franchise agreements. TfN is considering the most appropriate way of bringing TfN and Rail North together.

2.4 The Secretary of State has agreed the following Local Government Powers:

- Smart ticketing powers – enabling TfN to carry out the necessary work to drive forward multi-modal Smart Ticketing in the North;
- Power to pay capital grants – enabling TfN to support funding and delivery of joint projects; and

- The local road powers and the Transport and Works Act – to enable TfN to promote, coordinate and fund transport schemes.

Whilst TfN has welcomed these powers and believes they will assist in improving connectivity and delivery of investment, the Secretary of State declined the aspiration for TfN to have powers to promote economic, social or environmental well-being. However, TfN has been given assurances that the ability to co-manage the TransPennine and Northern rail franchises will be key and that, in conjunction with DfT, this will be reflected in the Statutory Instrument.

- 2.5** Additionally, the Secretary of State has confirmed (at TfN's Partnership Board on 17th March 2017) that rail franchising should remain centralised and that TfN will not receive powers around wellbeing. A copy of the letter from the Secretary of State to TfN that gives details is attached at Appendix 1, together with its Annex.
- 2.6** Members are advised that securing statutory status will be subject to Local Authority sign-off before finalisation. TfN have confirmed that the necessary legal work is underway on the detail necessary for the Statutory Instrument and it is expected that this consultation will be arranged from June 2017. TfN expects to engage at officer level through existing mechanisms and have offered to meet LEP and CA members in addition to this in due course. Members will be advised of developments as soon as these are available.

3. Workstream Update

3.1 NORTHERN POWERHOUSE RAIL (NPR)

This workstream is specifically focussed on providing better connections across 6 Northern Cities and economic centres (Sheffield, Manchester, Leeds, Liverpool, Newcastle and Hull) and Manchester Airport with fast, frequent rail journeys (e.g. 6tph, 30 mins Sheffield-Manchester), creating a pan-Northern network. The network will promote transformational economic growth to help rebalance the national economy.

Recent progress is described below:

- As part of Sequence 2.5, TfN are currently working on Strategic Outline Business Cases for HS2 'touchpoints' – where the NPR network will interact with the HS2 network. For SCR this is the junction to create the 'Northern Loop', connecting Sheffield and Leeds via the revised HS2 line;
- A study required for Sheffield station to accommodate NPR (and potentially HS2 services) as well as 'business-as-usual' growth is restarting as part of Sequence 3, led by SCC and with the involvement of SCR, TfN and Network Rail; and
- Barnsley and Doncaster will be considered as Other Significant Economic Centres (OSECs) on the NPR Network in Sequence 3. Barnsley could be served on the Sheffield-Leeds route, Doncaster on the Sheffield-Hull route.

Current concerns:

- Partners at officer level, including SCR, have expressed concern to TfN regarding the direction of NPR and current the revised governance. There seems to be pressure from the DfT to consider 'strategic alternatives' to NPR, i.e. cheaper options which do not meet the NPR ambition of transformation growth.
- For SCR this is particularly the case in regards Sheffield-Manchester connectivity. The Sequence 2 work showed this is a particularly difficult and expensive corridor, due to both decades of underinvestment and the terrain. However it does offer transformational economic gains if it can be unlocked.
- A further issue is the growing case of including Bradford in the NPR network. Currently one solution to Sheffield-Manchester is a new trans-Pennine line shared with Leeds. However, if Bradford is included, the Manchester-Leeds line would need to be further north and would not connect to Sheffield.

- SCR has been working with WYCA and TfGM in drawing up options to ask TfN to consider in Sequence 3. These are covered in Appendix 3.
- SCR officers are currently in the process of arranging an urgent meeting between SCR, Sheffield City Council and NPR to raise SCR's concerns;
- Additionally, a meeting has been arranged with David Brown to discuss NPR and the Northern Loop;
- SCR intends to review NPR as part of the HS2 Growth Strategy Connectivity Study to explore how services can be accommodated at Sheffield Midland Station.

Recommendation

- Consider Appendix 3 as options for TfN to develop as part of Sequence 3 in order to support the Northern Powerhouse Rail Conditional Outputs across the Pennines.

3.2 INTERNATIONAL CONNECTIVITY

The International Connectivity Report was launched in January 2017. The report is high level, using Manchester Airport and Newcastle Airport as examples of the largest airport (Manchester) in the north of England and demonstrating the wider geographical spread of airports across the north that could be developed further for both passenger and freight movements. The report recommended further engagement with the private sector over the coming months, reflecting the need for further private sector investment.

SCR has recognized that further engagement with TfN is required in relation to Doncaster Sheffield Airport to ensure that its importance is fully understood and acknowledged on a wider basis, reflecting a disappointment in how it was covered in the report itself. TfN has already indicated its understanding around the disappointment of SCR and other City Regions in relation to how most northern airports were covered in the report.

Members are advised that SCR, together with Chris Scholey at LEP, have recently met airport representatives to discuss the development of a medium term business plan. Additionally, connectivity to the airport is being included in the transport prospectus currently under development which will provide a position statement around improving surface access and connectivity, and assist in promoting this to relevant organisations as part of SCR's economic growth aspirations.

3.3 FREIGHT AND LOGISTICS

This workstream addresses the road and rail movement of goods, including looking at distribution centres and how to maximise efficiencies. In November 2016, TfN commissioned additional strategic analysis from ARUP consultants to enhance understanding of the specifics of the rail freight market in the north of England; this technical work will be delivered in March 2017 and include ongoing strategic engagement work with the private sector and also identify the implications of the interventions that TfN need to deliver within the road and rail workstreams. As the engagement with the private sector progresses there will be an enhanced understanding of the opportunities around how freight can play a key role in moving cargoes and resources. This will include ports, airports and logistics hubs.

TfN have identified transport constraints for freight growth on a pan Northern Strategic basis within the NPIER context in line with the STP and Integrated Road and Rail Reports. Concern exists around lack of information from Network Rail on freight movements (due to perceived commercial sensitivity) and TfN are now seeking data on overall tonnage movements rather than supply chain detail.

Key Issues for SCR:

- Continued input into the workstream; and
- Identification of key freight issues and liaison with freight industry and partners to ensure our priorities are fed into the TfN studies.

3.4 Strategic Roads

This workstream reflects the Strategic Road and Major Road networks that link the main towns/cities and growth areas. Conditional Outputs have been developed and strategic routes identified across the North (together with interfaces in neighbouring counties). This development work has been subject to discussion and consultation with Local Authority officers as well as SCR so as to ensure a good understanding by TfN of the issues and challenges in SCR.

The work has culminated in the initial Major Roads Report. This document is part of the suite of reports approved by TfN's Partnership Board on 17th March. Further discussions will occur during the planned stakeholder engagement planned for the coming months to identify priority interventions, including with LEPs and the CA.

TransPennine Tunnel Study: Highways England commissioned studies into feasibility of the construction of the TransPennine tunnel have been completed and, further to the review by the Wider Connectivity Assessment Project Board in November 2016 and the Stage 3 report published on 24th November 2016, additional studies into the wider connectivity implications have now commenced to assess the impact on the regional strategic road networks to the east and west.

This second stage of the development work (February 2017) has been around possible access and egress points to the east and west of the Pennines. A meeting with Local Authority representatives and TfN occurred on 10th March to allow a better understanding of the approach and allowing comments direct from District officers. The Stage 2 report (Options) is expected towards the end of March 2017. The work is being undertaken by WSP/ PB.

Key Issues for SCR:

- Ensuring that a solution to TransPennine connectivity remains a priority issue for TfN;
- Ensuring that SCR understands how any proposals could impact on its current and future road networks; and
- Allowing SCR to establish the sub-national road proposals within the hierarchy of the refresh of its own Transport Strategy.

It has been recognised by both Sheffield and Manchester City Regions that improved east-west connectivity is essential for growth. As such, discussions are continuing with Manchester City Region to develop a robust joint lobbying position at sub-national and national levels and to agree joint communications to reinforce the importance of these east-west connections.

3.5 Integrated Sustainability Appraisal

A draft scoping document was circulated in February 2017 for partner comment. The brief has now been finalised and the appraisal work is being undertaken by Atkins and will continue over the coming months and will culminate in a final report to be published in the Autumn 2017.

3.6 SMART Ticketing and Information

This work is being led by TfN who have established a separate organisation to take this forward. The programme is very long term and progress will be reported to TEB at an appropriate future date. However, Members are advised that the Secretary of State has agreed in principle that TfN will lead on the roll-out of smart ticketing (season and carnets) on rail across the north of England (Tranche 1 of the Smart programme) to be followed by Tranches 2 and 3 (customer information and full roll-out of Smart Ticketing on bus and rail respectively).

4. Implications

4.1 Financial

There are no financial implications of this paper as it is providing a progress update only. However, financial implications arising from this pan-Northern strategic work may have financial implications that will be the subject of future reports.

4.2 Legal

There are no legal implications of this paper currently.

4.3 Risk Management

If the SCR does not continue its active role in the development of the TfN Strategies and Programme, there is a risk that benefits to the City Region may not be delivered.

4.4 Equality, Diversity and Social Inclusion (Equality Act - Public Sector Equality Duty)

There are no specific equality, diversity or social inclusion implications arising from this report.

5. Communications

- 5.1** TfN is currently leading on communications for all partners and SCR will ensure accuracy of information and data and provide advice on stakeholder engagement around consultation in Spring 2017.

6. Appendices/Annexes

- 6.1** Appendix 1: Copy of letter from Secretary of State confirming TfN as a Sub-National Transport Body and Annex

Appendix 2: Copy of Key Messages on Sub-National Transport Body status presented to TfN's Partnership Board on 17th March 2017.

Appendix 3: Draft proposal by SCR, WYCA and TfGM to TfN to consider Trans-Pennine options in Sequence 3 of Northern Powerhouse Rail Programme.

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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

Letter from the Secretary of State for Transport (March 2017)



Department
for Transport

John Cridland
Chair
Transport for the North
4 Piccadilly Place
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From the Secretary of State
The Rt. Hon. Chris Grayling

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Thank you for your proposal to formally establish Transport for the North (TfN) as a Sub-national Transport Body (STB), which I received on 14th October 2016. I am pleased to be able to respond and confirm my agreement to establishing TfN as a statutory body.

I would like to take this opportunity to congratulate you on all that TfN and its northern partners have achieved to date. Collaboration on this scale, between 19 local authorities, is a clear indication of the passion and willingness of the North's leaders to embrace opportunities and to work together to deliver the Northern Powerhouse. As a single voice for the North TfN's establishment as a statutory body will be essential in developing an increasingly prosperous future for the region, and for ensuring that transport interventions not only improve journeys but are also targeted at unlocking the economy's true potential.

As you highlighted in your letter to me, your early work has done much to develop the evidence base for the Northern Powerhouse initiative. I noted that your Independent Economic Review has demonstrated not only the current economic importance of the North to the UK as a whole, but also captured its as-yet untapped potential. The opportunity for an additional 850,000 new jobs and an extra GVA of £97bn by 2050 means improved opportunities for all, higher living standards, and a more balanced economy. This is a prize I know we are all committed to achieving.

With respect to the STB Proposal that you submitted I am satisfied that the necessary statutory tests have been met, and that TfN meets the qualifying criteria to be established as an STB. I have therefore given significant consideration to each of the individual requests made in your proposal based on the extensive analysis that my officials have undertaken to

understand their legal and practical implications. In taking my decisions I have been mindful that the establishment of an STB must demonstrate clear benefits and that any changes ensure that:

- Decisions are being taken at the right level and geography;
- Democratic accountability is maintained;
- The coherence of our national networks is maintained;
- Demonstrable improvements for passengers and transport users are delivered.

On this basis I have decided that the key functions for TfN as the inaugural STB will be:

- The preparation of a Northern Transport Strategy;
- The provision of advice on the North's priorities, as a Statutory Partner in the Department's investment processes;
- The coordination of regional transport activities, (such as smart ticketing), and the co-management of the Transpennine Express and Northern rail franchises through the acquisition of Rail North Ltd.

The implementation of these functions will require bespoke mechanisms through which TfN will engage with my Department to ensure that the North's priorities are understood and recognised in national decision making. My officials are already working with you to establish these arrangements so that the value of TfN's expertise and analysis can be formalised as soon as possible. For your information I have attached an annex to this letter containing more detail of my decisions and the supporting rationale.

I believe that establishing TfN with these functions strikes the right balance between national and regional priorities. It will ensure that a strategic approach to transport is taken across the North and that its priorities for investment are fully understood and rigorously considered at all stages of decision making. This unprecedented access to investment decision making is only possible as a result of TfN's unique role as the single voice for the North and the legitimacy that statutory status will give it to prioritise potential investments across the region. You're setting an example that others will follow and I have every confidence that these new arrangements will produce better outcomes for passengers and transport users across the North.

I look forward to working with you over the coming months and years as we work to deliver the Northern Powerhouse, with a strong TfN at its heart.

Yours sincerely,

Rt Hon Chris Grayling MP

SECRETARY OF STATE FOR TRANSPORT

Annex

The Legislative Requirements

In assessing TfN's STB Proposal, the Department has – first - to be mindful of the statutory tests that must be met before an STB can be established. These tests require that Ministers are satisfied that:

- a) Establishing TfN as an STB would facilitate the development and implementation of transport strategies in the North; **and**
- b) That the objective of economic growth in the area would be furthered by the development and implementation of such strategies.

In assessing TfN's proposal the Department noted that TfN, in its shadow form, is already actively involved in developing a Strategic Transport Plan and has completed analysis such as the Northern Powerhouse Independent Economic Review and the already published Northern Transport Strategy to feed into the development and rationale of their long-term plan. In addition, their proposal also provides a sound rationale for the economic benefits for the North of agglomeration, long-term strategic planning and integrating those plans with regional economic and spatial objectives.

It was on this basis that officials advised that these two statutory tests have been satisfied and that establishing TfN would lead to the development of a transport strategy for the North that would further economic growth.

Infrastructure Investments: TfN's Advisory Role

The Department agrees that as a statutory body, and single voice for the North, TfN requires a strong, formal role in the Department's investment process insofar as they relate to the North, over and above that which is available to individual local or combined authorities. Therefore, TfN should become a statutory partner in both the road and rail investment processes, TfN would be responsible for the setting of the North's objectives and priorities in regards to strategic road and rail investments. Whilst the SofS would remain the final decision maker, as a statutory body, decisions relating to the North would have to take account of TfN's priorities.

Rail Franchising

The Department is highly supportive of TfN's desire, once it becomes a statutory body, for the ownership of Rail North to be transferred to TfN. It sees the creation of one organisation with responsibility for promoting/delivering transport services will affirm TfN's ability to speak with one voice for the North across modes and services. To this end, and to ensure that TfN and Rail North can be effective in their role, the Department agrees that TfN should be consulted in relation to franchise agreements for services to, from, or within its area, and to enter into agreements with the SofS or franchisees in relation to such services.

Local Government Powers

The Department's assessment of TfN's requests for local authority powers and the supporting rationale provided has resulted in the Department agreeing that TfN should have the following powers (to be reflected as appropriate in statutory provisions):

- Smart ticketing powers – Enabling TfN to carry out the necessary work to drive forward multi-modal smart ticketing in the North.
- Power to pay capital grants – Enabling TfN to support the funding and delivery of joint projects.
- The local road powers and the Transport and Works Act powers– Enabling TfN to promote, coordinate and fund transport schemes.

The Department also considered TfN's request to be granted the power to promote the economic, social or environmental well-being. Whilst the Department is supportive of TfN being able to carry out the sort of activities which might be envisaged by this power, its legal assessment showed that TfN do not require the explicit power in order to carry out these functions. This is because the primary legislation that allows for the creation of STBs already provides them with a functional power of competence. The Department believes that this would enable an STB to do anything it considers appropriate for the purposes of the carrying out of any of its transport functions, including anything an STB could do under the wellbeing power (relating to its functions).

The Department recognises that TfN remains concerned about this issue and will work with them throughout the drafting of the Statutory Instrument to ensure that the necessary reassurances are provided.

Funding

As an STB the role of TfN will be to operate between the Department and the North's local authorities, undertaking analysis and providing advice to both parties on strategic transport interventions that will help transform the economy of the North. This is a key role and the Department recognises that long term central Government support for TfN will be needed.

At present the Department has committed funding to support the administration of TfN up until the end of this Parliament. Whilst future funding decisions will inevitably remain the responsibility of governments at the time, the Department recognises the value that STBs such as TfN will bring to transport decision making and ensuring that passengers and transport users get the best return for the taxpayer's investment.

Key Messages Document to TfN's Partnership Board, 17th March 2017

Transport for the North - Sub-national Transport Body

Key messages

Gaining statutory status and becoming England's first Sub-national Transport Body will allow Transport for the North (TfN) to:

- Speak with one voice on behalf of the North on transport
- Ensure the North's priorities are clearly understood by Government
- Help to add almost £97bn and 850,000 jobs to the economy by 2050 (Northern Powerhouse Independent Economic Review)
- Identify the best ways to improve pan-Northern transport connectivity, making commuting across the North a better experience for passengers and transport users
- Deliver Smart Travel across the North, making it easier for people to get from A to B throughout the region

John Cridland's quote:

"We are pleased that the Secretary of State has given his support to us becoming England's first Sub-national Transport Body. There is a clear desire from across the country to see the North get the kind of infrastructure needed to deliver transformational economic growth that would improve the lives of all who live and work in the region.

"We will work closely with our Partners over the coming months and are looking to become a statutory body by the end of this year."

Summary of the Secretary of State's response and TfN's position

Transport for the North's Role:

It has been agreed that, as a statutory body and a single voice for the North, TfN requires a strong, formal role and therefore should become a statutory body, and a **statutory partner** in both the road and rail investment processes. This means that TfN would be responsible for setting the North's priorities with regard to strategic road and rail investments. While TfN requested joint role with the Secretary of State in relation to road and rail investment, the Secretary of State remains the final decision maker, but he will be required to take into account the TfN priorities when making decisions about the North.

- We welcome the Secretary of State's commitment to the organisation to become a statutory body and look forward to working with the Department for Transport (DfT) as a Statutory Partner to ensure that the North's transport priorities are clearly understood by Government. In the future, we would welcome being fully embedded as a formal partner in the decision-making processes.

Rail Franchising:

The Department for Transport is highly supportive of TfN's desire for the ownership of Rail North to be transferred to TfN once it becomes a statutory body. It sees that the creation of one organisation will enable TfN to speak with one voice for the North across modes and services. To this end, and to ensure that TfN and Rail North can be effective in their role, the Department for Transport (DfT) agrees that TfN should be a formal consultee in relation to franchise agreements.

TfN's request to carry passengers by rail has not been approved by the Secretary of State. Although DfT was mindful of TfN's ambitions, it had to balance this against the need to avoid further fragmentation of power to different bodies.

- This is a good step forward and allows us to build on the excellent progress made by Rail North in improving customer benefits on the two franchises;

Early June 2017 – Constituent Authorities to have made final comments on the constitution
June/July 2017 – Approval of constitution by individual Constituent Authorities
Early September 2017 – TfN to collate all Constituent Authority consents/approvals before final response to Secretary of State

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Trans-Pennine Options in Sequence 3 of Northern Powerhouse Rail Programme.
NPR Options: 22nd March 2017

Attendees: James Nutter (WYCA); Mick Sasse (WYCA); Martin Lax (TfGM), Suzannah Rockett (SCR)

Purpose of meeting

To map out and agree further work on NPR options for the trans-Pennine axes that the three city regions should propose to TfN for inclusion in the upcoming sifting and prioritisation work.

Options

Option No	Leeds - Manchester	Bradford – Manchester & Leeds	Sheffield – Manchester	Notes
1	Horizontal Y	New railway/connection from upgraded Calder Valley route southwest of Bradford onto North Transpennine Route (upgraded via Huddersfield), Bradford Interchange a through station	Horizontal Y	<ul style="list-style-type: none"> Building on Sequence 2, design, cost and benefits as a Y rather than separated out between MCR-LDS and MCR-SHF as happened in Prioritisation in 2016.
2	New line via Bradford City Centre	New line via Bradford City Centre stop	Option 4 or 5	<ul style="list-style-type: none"> Rochdale OSEC Plays into Manchester Piccadilly NPR tunnel option (north – south alignment)
3	'M62 Route' via M62 West Yorks Parkway	a) Junction/connection from existing railway onto NPR (vicinity of M606 – Chain Bar – Spen Valley) for Bradford – Manchester plus upgraded Calder Valley railway, Bradford Interchange a through station b) New railway/connection from upgraded Calder Valley route southwest of Bradford onto North Transpennine Route (upgraded via Huddersfield), Bradford Interchange a through station	Option 4 or 5	
4	Option 2 or 3	Option 2 or 3	Substantial upgrade of Hope Valley line with consideration of capacity for local and freight services. This would be significantly beyond the works currently proposed	<ul style="list-style-type: none"> Check Sequence 1 work re Hope Valley/Woodhead a)

			<p>to the route, to meet or substantially satisfy the NPR COs. South entry/exit into Sheffield. For Manchester, consider:</p> <ul style="list-style-type: none"> a) via Stockport (potential released capacity from WCML services to HS2) b) to MIA (being aware of TfGM work on Tram-Train between Stockport and MIA). 	
5	Option 2 or 3	Option 2 or 3	<p>New alignment in the Glossop/Woodhead area to lower spec than HS2 Sequence 2 report (being aware of TfGM work on Tram-Train between Glossop and Manchester) . North entry/exit for Sheffield. To be considered both:</p> <ul style="list-style-type: none"> b) As NPR network c) As capacity for freight and slower passenger services, releasing capacity for NPR on Hope Valley 	<ul style="list-style-type: none"> • Check Sequence 1 work re Hope Valley/Woodhead
<p><i>For all options TfN urgently need to review and produce a more inclusive, evidence led set of Conditional Outputs based on the Rail North Long Term Rail Strategy 'Inter-Connected Urban Matrix'. This will enable NPR to be planned properly as a core, integrated part of the north's railway, and could open up and enable released capacity benefits to be realised for the wider north.</i></p>				

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Background

- In February 2016, the Sheffield City Region (SCR) Transport Executive Board (TEB) agreed a comprehensive and ambitious Business Plan, which set out the key investments in 2016/17.
- Within the context of the economic growth ambitions of the City Region, the Business Plan sets out a number of priorities and supporting areas of activity. Our focus as per the TEB Business Plan is to “*secure commitment to transformational transport connectivity through major national programmes, and put in place the strategic framework and delivery approach for future local transport investment*”.
- In October 2016, the TEB received a comprehensive report on progress against the milestones set out in the TEB Business Plan. At that time it was noted that although positive progress had been made across a number of areas of activity, it was acknowledged that the projects/ schemes in the Business Plan needed to be more effectively sequenced and prioritised in order to ensure that priority work progressed.
- Building on the report from October 2016, and acknowledging the steer provided by the TEB in relation to sequencing and prioritisation, in November 2016 TEB agreed to focus its activity around four strategic priorities – Midland Mainline, Transport for the North, HS2 and the renewed Transport Strategy. These items would be the focus of future TEB meetings, supplemented by other activity as required. However, to ensure that progress updates were captured for other areas of activity (alongside these four strategy priorities) it was agreed that a light touch progress dashboard be provided at each meeting. This progress tracker provides a summary of progress against the key milestones for each of the projects/ schemes which the TEB is responsible for driving forward. **Members of the TEB are asked to note progress to date.**
- It is anticipated that this Business Plan Progress Tracker will be kept up to date, with a report similar to this one presented at all future TEB meetings. A more comprehensive report will be prepared annually with a view to ensuring the TEB is fully engaged in discussions about future priority workstreams.

Business Plan Theme Progress Tracker

Project/ Scheme/ Workstream	Summary of Latest Position Achievements to Date	Traffic Light Rating (see notes)	Mitigating Actions/ Prioritisation & Sequencing (where required)	Future Key Milestones
Transport for the North	<ul style="list-style-type: none"> Strategic Rail - TfN is currently developing a business case for the 'Sheffield loop' using HS2 to provide Northern Powerhouse services between Sheffield and Leeds. This is part of Sequence 2.5 is currently being developed Integrated Rail Report, first draft shared and being reviewed. Will concentrate on agreed Strategic Corridors. Further iteration to be shared with partner authorities in April. 	Amber	<ul style="list-style-type: none"> All TfN workstreams are led by TfN. SCR will continue to contribute as required. SCR needs to develop a greater understanding of our own transport priorities in the SCR – achievable through development of SCR's transport strategy refresh The update of SCR's transport strategy and SEP will help with our priority setting and sequencing (subject to funding) SCR continues to improve engagement with TfN 	<ul style="list-style-type: none"> Spring 2017 – Publication of TfN's 1st Draft STP, reflecting the Integrated Road and Rail Reports and Initial Sustainability Appraisal / Statement for partners (final draft Oct/Nov 2017) May 2017 – Business case for Sheffield Loop will be incorporated into the HS2 Hybrid Bill December 2017 – March 2018 - Public Engagement on TfN's STP March 2017 – December 2017 - development of sequenced and prioritised scheme programme September 2017 Sheffield Loop included in HS2 Hybrid Bill December 2017 – Consultation version finalised (public) July 2018 - Adoption of Strategic Transport Plan
	<ul style="list-style-type: none"> Strategic Highways - Final document received and distributed to LA colleagues for information; contents inform the initial draft Transport Strategy 	Green		
	<ul style="list-style-type: none"> Freight – The freight workstream will feed into the integrated road and rail reports. Consultants are developing freight priorities and interventions and will hold a workshop (date TBC) in SCR to identify regional priorities. These three workstreams combined will inform the Transport for the North Strategic Transport Plan. Working draft STP to be circulated for initial comment March 2017, pending partner comment May and finalisation October/November 	Green		
	<ul style="list-style-type: none"> Sheffield Station Study – A study looking to develop a masterplan for the existing Midland Station and how this can integrate HS2, NPR and local connectivity growth. 	Green	<ul style="list-style-type: none"> Led by SCC with SCR support Will feed into Sequence 3 	<ul style="list-style-type: none"> Sequence 3 is due to complete in 2018
	<ul style="list-style-type: none"> Northern Powerhouse Rail Sequence 2 – This is now complete and Sequence 2.5 is underway to feed into the HS2 Hybrid Bill 	Green	<ul style="list-style-type: none"> Complete 	<ul style="list-style-type: none"> Complete

	<ul style="list-style-type: none"> Strategic Local Connectivity Options – SCR priority schemes have been shared with TfN and included in TfN’s scheme list. 	Green	<ul style="list-style-type: none"> Early workstream. Now complete. 	<ul style="list-style-type: none"> Complete. Options due for inclusion in the STP Spring 2017, pending further discussions around prioritisation and sequencing
	<ul style="list-style-type: none"> International Connectivity – Study investigating international connectivity for people and freight, to and from the North published and launched Jan 2017 	Green	<ul style="list-style-type: none"> Study led by external organisations. SCR will influence as required. 	<ul style="list-style-type: none"> Complete
	<ul style="list-style-type: none"> Wider Connectivity – East west links Study (including the TP Tunnel) is underway. Builds on the outputs of the original study and the Stage 3 report published early December 2016. TfN/South Yorkshire meeting occurred 10th March to discuss implications of current thinking and early (high level) options 	Amber	<ul style="list-style-type: none"> Additional study will investigate alternative options to the tunnel. 	<ul style="list-style-type: none"> Stage 1 report around evidence for wider impact published Jan 2017; Stage 2 report (options) due March 2017
SCR Transport Strategy	<ul style="list-style-type: none"> Work is continuing with Arup in developing the Prospectus and Transport Strategy refresh work. 	Amber	<ul style="list-style-type: none"> The update of the Transport Strategy is being undertaken in parallel with the refresh of the SEP and will include early development of a prospectus, highlighting SCR’s position on possible interventions that will facilitate any required lobbying 	<ul style="list-style-type: none"> Prospectus under development (indicative date April 2017); further workshops planned around Transport Strategy itself (indicative date May 2017) External organisations/ personnel identified for working group
SCR Modelling Strategy	<ul style="list-style-type: none"> CA approved 28/10/16 to update “Strategic Testing Tools” (i.e. forecasting models) to ensure webTAG compliance for future funding bids. This was later than planned delaying data collection to March 2017. Decision made by modelling team to delay roadside data collection to April 2017 to align with smart motorway opening; AECOM appointed under SCR Modelling FW with SYSTRA as sub-contractor; Data sharing agreements now signed by SCR and main PT operators and SYSTRA to protect confidential information and commercial interests of operators; 	Amber	<ul style="list-style-type: none"> High priority activity as it supports current Business Case development work for 2 Large Local Majors to be bid from DfT Mass Transit (MT) – renewals on the existing tram network to enable 30 years more of operations beyond 2024; AMID – improved road links to avoid congestion on A630 and M1; DfT agree to PTE using old model for defining the realistic “Do Minimum” for MT but no 	<ul style="list-style-type: none"> April 2017 – RSIs and traffic counts across the region; Apr / May-18 – Base Model complete and ready to test schemes; Apr / May 19 – Outline Business Cases to be submitted to DfT for LMSs.

	<ul style="list-style-type: none"> Data now being downloaded from operators' electronic ticket machines; Programme of selective RSIs and counters being arranged in SY in liaison with local Highway Teams; PT demand model being developed; Base model still not expected to be ready for use before May 2018; FLUTE model data collection work not likely to commence in May 2017. 		<p>response to proposal to use it for the scheme appraisal, in order to accelerate the programme.</p> <ul style="list-style-type: none"> Feedback also awaited proposal to use an existing version of the model for AMID consistent with A630. Important that the new model is not delayed as a result of this proposal. Estimated spend for SCRTM1 unchanged from budget (slipped start date doesn't alter this); Estimated spend for FLUTE reduced by £0.9m from original budget to reflect lower costs per run. 	
Bus Franchising [Devolution Workstream]	<ul style="list-style-type: none"> Initial scoping work complete Input provided to shape the development of the Bus Services Bill in partnership with SYPT 	Red	<ul style="list-style-type: none"> Work currently on hold until the SCR Transport Strategy and SEP refresh have been completed The potential; integration of Chesterfield and Bassetlaw into the SCR has changed the scope of this work during the year. 	<ul style="list-style-type: none"> Work on the business Case for bus devolution / bus partnerships will resume at a suitable point following the update of the Transport Strategy and SEP.
Highways 'Key Route' Powers [Devolution Workstream]	<ul style="list-style-type: none"> TEB consideration of the Local Highway Authorities and Highways England views alongside the priorities for the Combined Authority. 	Amber	<ul style="list-style-type: none"> The potential integration of Chesterfield and Bassetlaw into the SCR has changed the scope of this work during the year. 	<ul style="list-style-type: none"> Key Route network map Further consultation with partners Recommendation to CA on the proposed Key Route Network and associated collaboration agreement (dates TBC)
HS2	<p>Consultation</p> <ul style="list-style-type: none"> The consultation on Phase 2b Route Refinements closed on 9th March. SCR submitted a response on behalf of the CA/LEP. In its response, SCR stressed the importance of the northern (Sheffield) loop linking Sheffield back to the HS2 line to the north to allow through HS2 services (and new NPR services) to 	Amber		<ul style="list-style-type: none"> A final decision by Government on the route and station locations for SCR is expected in the summer. This should then feed into the Hybrid Bill for Phase 2b which will be drafted by the end of the 2017. Mitigation Study concluded in March. Next steps to be discussed with

	Leeds, should the Sheffield Midland option be approved by Government, and its support for a Parkway station on the main HS2 line in the north east of the region. SCR commissioned a Mitigation Study to examine potential minor route and design amendments to the Government's revised eastern route to minimise the impact on residents and communities.			Rotherham and Doncaster MBCs.
	Parkway and Connectivity Study <ul style="list-style-type: none"> HS2 Ltd are undertaking a South Yorkshire Parkway and Connectivity Study to examine the feasibility of a Parkway station and potential locations, as well as options for extending HS2 trains north of Sheffield to other SCR destinations. 			<ul style="list-style-type: none"> Final update to be presented to the SCR HS2 Programme Board in April. Study to conclude in May and will be presented to Government for a decision and reported to stakeholders.
	Growth Strategy <ul style="list-style-type: none"> DCLG is awarding £1.25m to SCR in two tranches to develop an HS2 Local Growth Strategy. This will feed in to SEP refresh and support station master-planning. Proposal for release of first tranche of Growth Strategy funding submitted to DCLG in early February. Release of Tranche 1 funding expected shortly (by end of March). Work is commencing on the Strategy. 			<ul style="list-style-type: none"> First phase of Growth Strategy on wider economic and connectivity benefits to be completed by July 2017, when second tranche of funding for master-planning will be released. Second tranche on station master-planning to be completed by end of 2017.
Midland Mainline	<ul style="list-style-type: none"> There are concerns that the Government may be back-tracking on phase 2 of MML electrification from Kettering to Sheffield, having only given a firm commitment to Phase 1 from Bedford to Kettering and Corby. Meeting being sought with Rail Minister to seek commitment to electrification Further upgrades are also being planned on the MML to reduce journey times, including a line 	Amber	<ul style="list-style-type: none"> SCR and East Midlands Councils are continuing to press the Government for a firm commitment on full electrification to Sheffield. A letter was sent to the Rail Minister in February requesting a meeting to discuss electrification. The DfT is seeking to arrange this meeting. 	<ul style="list-style-type: none"> Market Harborough scheme scheduled for implementation in 2017-2019. £5m SCR contribution agreed in principle by CA. Further information being sought before final approval by CA. The launch of the consultation is still awaited in mid-March. New franchise expected to commence in November 2018

	<p>speed improvement scheme at Market Harborough that SCR has been asked to contribute £5m towards.</p> <ul style="list-style-type: none"> East Midlands rail franchise being re-tendered and a consultation is expected shortly. Three shortlisted bidders have been announced. 		<ul style="list-style-type: none"> SCR will respond to EM franchise consultation seeking further improvements to services and stations in SCR. Potential bidders are seeking meetings with SCR to discuss our priorities. Meetings have been arranged with the three shortlisted bidders. 	
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Notes:

Green:

Activity on track in line with the key milestones set out in the Business Plan/ agreed with the Board

Amber:

Activity underway but not in line with key milestones set out in the Business Plan/ agree with the Board

Red:

Activity not progressing at this time

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