

TRANSPORT EXECUTIVE BOARD

Date: Thursday 29 June 2017

Venue: Sheffield Town Hall, Pinstone Street, Sheffield

Time: 2.00 pm

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 - 8
3	Declarations of Interest	Verbal	All	
4	Urgent Items/Announcements	Verbal	All	
<u>Discussion Items</u>				
5	TfN Strategic Transport Plan Update	Paper	Mark Lynam	9 - 14
6	SCR Transport Strategy Refresh	Paper	Mark Lynam	15 - 18
7	Midland Main Line Update	Paper	Mark Lynam	19 - 24
8	HS2 Update	Verbal	Mark Lynam	
9	Cycling and Walking Investment Strategy and Local Cycling and Walking Infrastructure Plans	Paper	Tom Finnegan-Smith	25 - 40
10	LGF Programme Update	Paper	Mel Dei Rossi	41 - 48
<u>Actions and Forward Planning</u>				

Item	Subject	Method	Lead	Page
11	Any Other Business			
12	Recap of Agreed Actions			

DATE OF NEXT MEETING - 24th AUGUST

SCR TRANSPORT EXECUTIVE BOARD

6th APRIL 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)</p> <p><u>In Attendance / Advisory Members</u> Paul Woodcock (RMBC) Matt Gladstone (BMBC) Peter Dale (DMBC) Tom Finnegan-Smith (SCC) Steve Edwards (SYPTTE) Mark Lynam (SCR Exec Team) Mel Dei Rossi (SCR Exec Team) – for item 1 Phil White (ARUP) – for item 6 John O Grady (Northern Rail) – for item 7 Craig Tyler (Joint Authorities Governance Unit)</p> <p>Apologies were received from Board Members Cllr John Burrows (CBC), Diana Terris (BMBC), Neil Taylor (BaDC) and Simon Carr (Henry Boot / LEP) + Damien Wilson (RMBC), Katie Jackson (SCC / SCR Exec Team) and Mike Ashworth (DCC)</p>	
2	<p><u>Minutes of the Previous Meeting</u></p> <p>The minutes of the previous meeting held on 23rd February were agreed to be an accurate record.</p> <p>The following matter was noted as arising:</p> <p><u>7. Modelling Tools</u> In response to questions raised at previous meetings, the Board was informed that the principles of modelling, including usage proportionality are contained within the revised SCR</p>	

	<p>Single Pot Assurance framework (SAF). It was noted the SAF confirms that where a scheme comes forward, early engagement with scheme promoters will be undertaken to determine agreement on what appraisal / modelling will be required to ensure the scheme meets the requirements of the assurance process and also avoid any unnecessary or abortive modelling work being undertaken.</p> <p>It was noted the SAF captures all DCLG pre-requisites for a scheme to progress and DfT's requirement for proportional WebTag compliance.</p> <p>It was noted that are mandated minimum requirements for all transport schemes with a cost to the public purse in excess of £5m to use WebTag compliant model.</p> <p>It was confirmed that procurement of consultancy support to build the model went through a full OJEU process.</p>	
3	<p><u>Declarations of Interest</u></p> <p>No declarations noted.</p>	
4	<p><u>Urgent Items / Announcements</u></p> <p>None requested.</p>	
5	<p><u>HS2 Update</u></p> <p>A report was received to provide an update on recent work in relation to HS2 matters and report on the current position of the project at a national and regional level.</p> <p>The report also summarised the contents of the SCR's HS2 Phase 2b Route Refinement Consultation response (to be summited but caveated to note this remains under review until the final preferred route has been announced) and updated TEB on the other HS2 work streams, including the Growth Strategy, Benefits Realisation, Mitigation Study, Parkway and Connectivity Study. It also provided an update on timescales and governance.</p> <p>Regarding Parkway station locations, it was noted the short list has been shorted to 4 potential sites. This will be reduced by HS2 Ltd to 2 potential sites in due course.</p> <p>The Board acknowledged the SCR's commitment to realising a Parkway station in the region and reasons why a collective position on a preferred location can't be determined until the route has been finalised. It was noted officers are working with</p>	

	<p>HS2 Ltd to ensure the evidence base used to inform the final decision is appropriately robust.</p> <p>It was noted the 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 will continue to report to TEB on matters of strategic significance. In addition, a Growth Strategy Task and Finish Group has been established to oversee the work of the Growth Strategy.</p> <p>It was noted that once the Secretary of State has announced the final route (expected July 2017) there will be the need to review governance structures to ensure the SCR remains best placed to secure the maximum benefits from HS2.</p> <p>RESOLVED, that the Board</p> <ol style="list-style-type: none"> 1. Notes the continuation of the HS2 work programme as set out in the report 2. Notes the requirement to revise governance arrangements once the final route is announced 3. Agrees the need to ‘get behind’ HS2’s preferred parkway station location. 	
6	<p><u>Transport Strategy Progress Update</u></p> <p>The Board was provided with an update on work underway to refresh the Transport Strategy and draft the accompanying Prospectus.</p> <p>Members were reminded of the main aims and ambitions of the work, also the requirement to align this to the refreshing of the SCR SEP and accord with / inform TfN’s forthcoming Strategic Transport Plan.</p> <p>It was reiterated the Transport Strategy will be ‘owned’ by TEB (or its Transport Delivery Board descendant (TDB)).</p> <p>Regarding timelines, it was noted public consultation is still scheduled for August – October and the final strategy will be published by the end of 2017.</p> <p>Further information was provided in respect of what main themes / headline schemes will be addressed under the 3 distinct layers of the strategy (national (HS2, ECML, MML, HE), pan-northern(NPH, TfN) and SCR)</p>	

	<p>It was suggested the Prospectus needs to reference ambitions for a realignment of the ECML (linked to DSA rail station ambitions)</p> <p>Action: Mark / Phil to look at reference to ECML realignment ambition</p> <p>Regarding the pan-northern section, it was suggested a means is required to highlight the importance of the Sheffield-Leeds corridor</p> <p>Action: Mark / Phil to consider an appropriate means of diagrammatically referencing the Sheffield-Leeds corridor in the pan-northern section of the Prospectus.</p> <p>Headline SCR matters under consideration were noted as; the top 20 delay corridors, Aero Centre surface access, AMID access, Mass transit enhancements, strategic road connectivity, smart mobility, bus networks and sustainable transport.</p> <p>It was noted the next stage of the development of the Strategy and Prospectus will start to look at the 'detail' And develop closer links between headlines schemes / themes and SCR policies and ambitions. This will develop the 'this is what we want and why we want it' narrative on which negotiations with pan-regional and national partner agencies will be based.</p> <p>It was agreed this narrative will need to reference the intrinsic relationship between transport and the economy.</p> <p>It was suggested the Strategy and Prospectus need to be mindful of who the intended audience is, and drafted accordingly.</p> <p>It was suggested that whilst the intended timelines appear achievable, we can't lose sight of TfN's STP development timelines and be ready to respond / input when required</p>	<p>ML / PWh</p> <p>ML / PWh</p>
7	<p><u>Northern Rail Plans for Modernisation</u></p> <p>The Board welcomed John O'Grady from Northern Rail who delivered a presentation on a number of matters of pertinent interest to the Sheffield City Region.</p>	
8	<p><u>Update on Transport for the North – Strategic Transport Plan</u></p> <p>A report was received to provide the Board with a progress update on the recent development of the pan-Northern</p>	

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.

It was noted TfN have produced an initial draft report of the road element of the STP, the Major Roads Report (agreed by their Partnership Board on 17th March 2017) that forms the basis of initial partner consultation and an initial draft of the rail element, the Integrated Rail Report will follow shortly. However, it was noted these reports do not describe detailed schemes but form the basis of future discussions up to Autumn 2017 around prioritisation and sequencing.

Members were advised 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.

The report provided key milestone dates to July 2018.

The Board was advised that TfN's Statutory Transport Body status was confirmed in principle by DfT on 17th March (including expressed support for TfN's desire for the ownership of Rail North to be transferred once it achieves full statutory status). Consultation with constituent authorities will now take place ahead of September 2017 by when TfN will collect all Constituent Authority consents/approvals before submitting a final response to Secretary of State

The report noted 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.

The Board was also advised of a meeting held on 22nd March to map out options for the trans-Pennine axes that the West Yorkshire, South Yorkshire and Greater Manchester City Regions could jointly propose to TfN for inclusion in the upcoming Rail North sifting and prioritisation work. An explanation of the SCR's preferred option (the horizontal 'Y') was provided.

	<p>It was agreed all relevant information needs to be captured in the refreshed Transport Strategy and Prospectus.</p> <p>It was noted some additional work is needed from TfN to look at the HS2 loop north of Sheffield and how this impacts on the rest of the local rail network.</p> <p>It was noted John Cridland is attending the next LEP Board meeting on 24th April and agreed this would be an ideal opportunity to raise any TfN related matters or concerns.</p> <p>Action: Mark / Suzannah to ensure members are appropriately briefed ahead of the LEP Board meeting on TfN matters.</p> <p>The Board noted and discussed additional scoping work being undertaken in respect of how other cities accord with TfN's STP plans and agreed the SCR needs to be appropriately capable of lobbying strongly on matters of importance. It was confirmed the SCR Exec Team is currently looking into how we bolster the region's lobbying credentials. It was also noted there may be instances where collective lobbying with neighbouring City Regions would be appropriate.</p> <p>It was suggested it would be useful for David Brown (TfN CEX) to attend a TEB meeting and discuss matters of note informally is available.</p> <p>Action: Mark to invite David Brown to attend a future TEB meeting.</p> <p>RESOLVED, that the Board</p> <ol style="list-style-type: none"> 1. Notes progress to date 2. Notes the options for TfN to develop as part of Sequence 3 in order to support the Northern Powerhouse Rail Conditional Outputs across the Pennines. 	<p>ML / SR</p> <p>ML</p>
9	<p><u>Business Plan Dashboard Update</u></p> <p>The Board was provided with the updated Progress Tracker. It was noted this template will be kept up to date and reports will be presented at all future TEB meetings.</p> <p>In addition, a more comprehensive report will be prepared annually with a view to ensuring the TEB is fully engaged in discussions about future priority workstreams.</p>	

	RESOLVED, that the Board notes the contents of the Progress Tracker	
10	<u>Any Other Business</u> No further matters noted.	
11	<u>Date of Next Meeting</u> 18 th May, 2.00pm at Sheffield Town Hall (scheduled) Members were advised of the likelihood that the next round of Executive Board meetings would be replaced with cross-EB SEP refresh workshops.	

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TRANSPORT EXECUTIVE BOARD

29th June 2017

UPDATE ON TfN STRATEGIC TRANSPORT PLAN

Purpose of Report

This report provides the Transport Executive Board with an update on the Transport for the North Strategic Transport Plan and its associated work streams.

Thematic Priority

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

Freedom of Information

Not exempt

Recommendations

The Board is asked to note the progress being made on the STP and agree that the SCR Executive Team continue to engage in the process and represent the city region's issues.

1. Introduction

- 1.1 Transport for the North (TfN) has been developing its Strategic Transport Plan (STP) for the north in preparation for becoming a statutory Sub-National Transport Body (STB) later this year. The STP will be the statutory transport plan for the north once TfN becomes a STB.
- 1.2 Beneath the STP, a number of mode or issue-specific studies and reports have been produced covering rail, roads, freight and international connectivity.
- 1.3 SCR has been engaging with the STP work programme and ensuring that the city region's issues and priorities are adequately reflected in the reports and studies.

2. Background information

- 2.1 SCR has been engaging with the STP work programme and ensuring that the city region's issues and priorities are adequately reflected in the reports and studies.
- 2.2 The STP is an integrated, multi-modal transport plan to make it easier for passengers and freight to move throughout the North on all transport modes. The plan builds on the

2015 Northern Transport Strategy and the 2016 Northern Powerhouse Independent Economic Review, to make a prioritised case for transport investment in the North of England to 2050. It supports and informs the TfN Investment Programme.

- 2.3** As part of the STP development, a number of work-streams have been developing detailed reports or studies on specific transport modes. These include an Integrated Rail Report, a Major Roads Report, an International Connectivity Report, studies on Freight and Transport Skills, and work to introduce a Smart and Integrated ticketing system for the north (Smart North). More detail on the main work-streams is set out below.
- 2.4** TfN are planning a number of STP ‘roadshows’ around the north to promote their work and engage with stakeholders. These include two roadshows in SCR, in Sheffield on 10th July and Doncaster on 19th July. Further details on these will be circulated in due course.

Strategic Transport Plan

- 2.5** A position statement on the STP, together with a number of factsheets and a non-technical summary, were published by TfN in May 2017. The draft STP is due to be published for public consultation in the autumn of 2017. The wide-ranging evidence base for the STP, including the modal reports described in more detail below, are expected to be published on 21 June 2017, to coincide with a stakeholder conference in Harrogate.
- 2.6** A key element of the STP is the identification of seven Strategic Development Corridors which will be the focus of a detailed long term transport investment programme. These are wide-ranging corridors intended to link up the major conurbations and key areas of economic activity focussed on the ‘primary competencies’ of the north. These corridors are shown on the plan in Appendix 1.
- 2.7** Briefs have been prepared to take forward work on three of the corridors that are not part of existing corridor-based work, to bring them up to the level of the other four. The three being developed are:- Central Pennines; Connecting the Energy Coasts; and West and Wales. None of these corridors cover SCR.
- 2.8** The other four corridors, which do cover SCR, are in development as part of other work by TfN and its partners such as HS2, Network Rail and Highways England. These are:
- East Coast to Scotland—a rail-based corridor being led by Network Rail’s East Coast Route Study (to include improving rail access to Doncaster Sheffield Airport);
 - Southern Pennines—a road-based corridors led by the Trans Pennine Tunnel study;
 - West Coast to Sheffield City Region—a rail-based corridor led by the NPR work;
- Yorkshire to Scotland—a road-based corridor led by Highways England’s Roads Investment Strategy process.

Major Roads Report

- 2.9** TfN’s Initial Major Roads Report was published in May 2017. This report sets out TfN’s priorities for strategic roads investment in the north from 2020, which will feed into Highways England’s Roads Investment Strategy and planning process. The report will also feed into the TfN Strategic Transport Plan and corridor studies.
- 2.10** As part of the TfN roads work-stream, three strategic road studies have been commissioned, covering: Northern Trans-Pennine Routes; M60 North-West Quadrant;

and a Trans-Pennine Tunnel linking SCR and Manchester. SCR is engaging closely in the Trans-Pennine Tunnel study and related Wider Transport Connectivity Assessment study.

Integrated Rail Report

- 2.11** TfN's Initial Integrated Rail Report (IRR) was published in May 2017, setting out the baseline position for rail in the north, covering both passenger and freight services and infrastructure. This report forms the evidence based for the Single Integrated Rail Plan (SIRP) which will be the rail component of the STP. Work has just commenced on the SIRP, which will bring together the strategic rail investment programmes for the North of England.
- 2.12** Alongside the development of the SIRP, Rail North is also updating its Long Term Rail Strategy (LTRS), and Network Rail is developing its North of England Route Study.
- 2.13** The IRR builds on the LTRS 'four Cs' of Connectivity, Capacity, Coherence and Cost-Effectiveness, and identifies strategic corridors and connectivity gaps of national or pan-northern scale. It does not consider local schemes or growth within City-Regions.

Northern Powerhouse Rail

- 2.14** Northern Powerhouse Rail (NPR) is a key TfN work-stream that sits alongside the STP. TfN, together with partners, have been developing proposals for a transformative network of high speed rail services linking the six major cities of the north, including Sheffield, and Manchester Airport, together with selected 'Other Significant Economic Centres'.
- 2.15** The work is currently focussing on the HS2 'touchpoints', where NPR routes would connect with HS2 routes. In SCR this is the proposed 'northern loop' junction at Clayton where NPR services would join the main HS2 line to Leeds. The aim is to develop the business case for the junction so that it can be included in the HS2 Hybrid Bill later this year. This would enable the NPR conditional output of a 30-minute journey time between Sheffield and Leeds to be met.
- 2.16** Work is also progressing on developing the options for serving the Sheffield-Manchester corridor, and onward links to Manchester Airport, Liverpool, Hull and Newcastle. The two prioritised options for the core Sheffield-Manchester link are a central route also serving Leeds, and upgrading the existing Hope Valley line, which wouldn't meet the NPR conditional outputs. West Yorkshire Combined Authority are pressing for a route that also serves Bradford, but this would not serve Sheffield, so SCR will need to press the case strongly for a route that can serve Sheffield effectively and meet the conditional outputs.
- 2.17** Alongside the work looking at routes, a Network Rail study is looking at how NPR and HS2 services, and local rail growth, can be accommodated at Sheffield Midland station. This work is being integrated with the HS2 Growth Strategy master-planning, and co-ordinated by a Sheffield Station Working Group led by TfN and Sheffield City Council.

3. Implications

3.1 Financial

There are no financial implications arising from this report.

3.2 Legal

There are no legal implications arising from this report.

3.3 Risk Management

There are no risks associated with this report. However, it is important that SCR continues to engage fully with the TfN work programmes in order to ensure that the City Region's transport issues and needs are represented at a pan-northern level.

3.4 Equality, Diversity and Social Inclusion

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

4. Communications

- 4.1** The SCR Communications Team will ensure that appropriate publicity and media activity takes place around key SPT issues. To take advantage of the synergies between the STP evidence base and the production of the SCR's own Transport Prospectus the publication dates have been aligned.

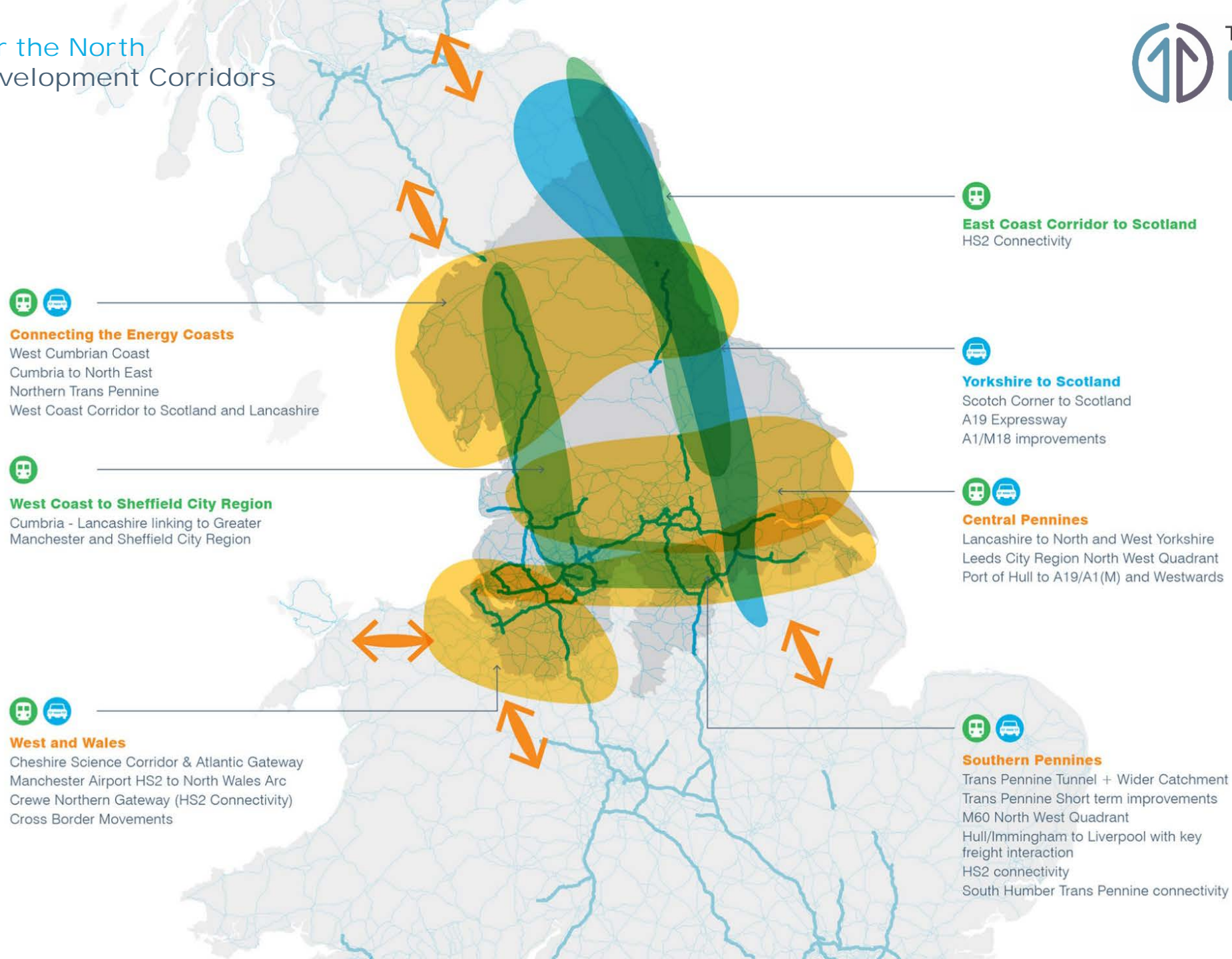
The SCR is working with TfN on the two roadshows to be held in the city region to support the development of the TfN Strategic Transport Plan. These will take place in July and coordinated press and communications activity will be a feature of these events.

The SCR Transport Prospectus will be sent to key stakeholders, including the Department for Transport, the National Infrastructure Commission, the new Northern Powerhouse Minister and city region MPs.

5. Appendices/Annexes

- 5.1** Appendix 1 – Plan of STP Strategic Development Corridors.

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TRANSPORT EXECUTIVE BOARD

29th June 2017

SCR TRANSPORT STRATEGY REFRESH UPDATE

Purpose of Report

To provide Transport Executive Board with a progress update on the refresh of the Sheffield City Region (SCR) Transport Strategy.

Thematic Priority

The refreshed Transport Strategy will support all six thematic priorities by setting the framework for enhanced transport provision across the City Region. Specifically, it will support thematic priority 6; secure investment in infrastructure where it will do most to support growth.

Freedom of Information

This paper will be available under the Combined Authority Publication Scheme.

Recommendations

It is recommended that the Transport Executive Board:

- Note the update on the progress of the Transport Strategy Refresh and identify any further issues arising from the report
- Consider the geography of the Strategy and agree that this is pursued to reflect the transport powers of the SCR Combined Authority.

1. Introduction

- 1.1** In January 2017 TEB approved the refresh of the SCR Transport Strategy along with production of a Transport Prospectus. Consultants Arup have been appointed to support the SCR in undertaking this refresh, the work on which is currently underway.
- 1.2** Initial work as part of this exercise has focused on the successful production of the Transport Prospectus. The Transport Prospectus is a short, concise and credible document that sets out SCR proposals for improving strategic transport infrastructure. Evidence based, it sets out SCR's approach to achieving integrated connectivity at national, pan-Northern and City Region (intra-regional) levels. Completed in May 2017, it will support effective engagement with agencies such as TfN, HS2 and Highways England whilst the main Strategy refresh takes place

- 1.3** It is intended to launch the Transport Prospectus in parallel with the launch of Transport for the North's (TfN's) Strategic Transport Plan (STP) Position Statement on 21st June. The Transport Prospectus will form the platform for SCR's planned response to TfN's Position Statement and accompanying Evidence Base, ongoing input to development of the STP, and response to the public consultation planned for the STP in Winter 2017.

2. Proposal and justification

- 2.1** With work on the Transport Prospectus now complete, emphasis is shifting to the refresh of the Transport Strategy. The Transport Strategy represents an important document for the SCR Combined Authority (CA), as it represents the Local Transport Plan (LTP) for the area and thus a statutory plan. With the refreshed Strategic Economic Plan the Transport Strategy will provide the key policy documents for the CA. Whilst the SEP will set out the high level conditional outcomes for transport, it will be the role of the Transport Strategy to explore how these outcomes will be realised.
- 2.2** As the transport authority for the constituent members of the CA it is important for the area to have in place a robust and up-to-date strategy. Therefore, it is recommended that whilst the Plan covers the entirety of the SCR it will only be the LTP for the constituent members of the CA. As such, it is recommended that greater detail will be provided for the constituent member areas of the CA, compared to the non-constituent members.
- 2.3** As requested by TEB, a Working Group has been formed comprising representatives from local authority partners, key stakeholders and the private sector. The Working Group is actively participating in the Strategy refresh through a series of workshop sessions.
- 2.4** The direction and content of the Strategy is also being guided by representatives from the Strategic Transport Group (STG) and South Yorkshire Passenger Transport Executive (SYLTE) through scheduled monthly review meetings with SCR Executive and the consultant team.
- 2.5** Current workstreams include production of the Evidence Summary and Vision, with a workshop held on 14 June with the Working Group members to capture their views and contributions to this. A further two workshops with this group are also planned as part of this process.
- 2.6** Forthcoming workstreams include the review and rationalisation of the strategy Goals and Policies, development of Conditional Outcomes, and production of Spatial Statements based on the work already completed as part of the Transport Prospectus.
- 2.7** In parallel with refreshing the Transport Strategy, the need to refresh and consult on the accompanying Strategic Environmental Appraisal and Habitat Regulations Assessment has been identified. An Integrated Assessment (IA) will be produced which will cover the requirements of:
- Strategic Environmental Assessment (SEA)
 - Sustainability Appraisal (SA)
 - Health Impact Assessment (HIA)
 - Equalities Impact Assessment (EqIA)

A separate update to the Habitats Regulations Assessment (HRA) (as defined in Conservation of Habitats and Species Regulations 2010) will be carried out. This is a legal requirement given that the Transport Strategy is a statutory plan for the CA. Work on this integrated assessment is therefore about to commence to ensure that this is aligned to and an integrated part of the evolution of the Transport Strategy.

- 2.8** It is proposed that a draft version of the refreshed Transport Strategy will be provided to TEB for review in August 2017, with public consultation scheduled to commence in September 2017. Completion of the refreshed strategy is scheduled for December 2017, with adoption by SCR CA thereafter.

3. Consideration of alternative approaches

- 3.1** Instead of focusing on the constituent member areas of the CA an even focus could be placed all local authorities in the City Region. However, such an approach is not recommended as the CA is only the transport authority for the constituent member authorities.
- 3.2** In terms of the Integrated Assessment proposed to be completed this could instead be undertaken after the Strategy itself has been developed. However, it is considered that this would represent a sub-optimal approach as the policies would not provide an integrated approach to the completion of the work.

4. Implications

4.1 Financial

The completion of the refreshed Transport Strategy is part of the SCR Executive's revenue budget for 2017/18.

4.2 Legal

The completion of the Integrated Assessment will ensure that the SCR CA produces a legally compliant Transport Strategy.

4.3 Risk Management

Interfaces with concurrent workstreams, including the SEP refresh, poses a programme risk that is being managed by SCR Executive Officers.

4.4 Equality, Diversity and Social Inclusion

An equalities impact assessment will be undertaken as part of the the IA for the refreshed Transport Strategy.

5. Communications

- 5.1** There is a statutory requirement to consult on a revised Transport Strategy. The consultation will be organised by the SCR Executive. Consultees will include neighbouring authorities, LTAs and private sector representatives.

Partners and LEP representatives are actively inputting to the Strategy development through the Working Group and monthly review meetings.

6. Appendices/Annexes

- 6.1** None.

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references:

TRANSPORT EXECUTIVE BOARD

29th June 2017

Midland Mainline and East Midlands Rail Franchise Update

Purpose of Report

This paper update TEB members on issues concerning the Midland Mainline including the electrification scheme, Market Harborough line speed scheme, and the re-tendering of the East Midlands rail franchise.

Thematic Priority

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

Freedom of Information

Not exempt

Recommendations

1. Agree that the SCR Executive Team continue to engage with the relevant bodies to promote improvements to the Midland Mainline, including seeking a meeting with the new Rail Minister regarding electrification and journey time improvements.
2. Note the Combined Authority's decision to approve the SCR contribution of £5m towards the Market Harborough line speed improvement scheme, and seek assurance that this scheme and the wider Midland Mainline upgrade programme results in significant journey time improvements for SCR rail services.
3. Agree that the SCR Executive Team continue to engage with the shortlisted bidders for the East Midlands rail franchise and respond to the consultation when it is launched.

1. Introduction

- 1.1 The Midland Mainline is the main rail line serving the western part of the City Region, connecting Sheffield and Chesterfield with London via Derby and Leicester. It is therefore a key piece of infrastructure for the City Region's economy and connectivity.

- 1.2 A programme of upgrades to the Midland Mainline is planned by Network Rail to improve journey times and network capacity. These upgrades include a line speed improvement scheme at Market Harborough to which SCR is making a contribution; and electrification, although there is concern that phase 2 to Sheffield may be further delayed.
- 1.3 The East Midlands rail franchise, currently operated by Stagecoach, is currently being re-tendered by the Department for Transport. However, there have been delays to the launch of the public consultation on this, which has implications for the timescale.
- 1.4 It is important that the SCR actively engages with the Department for Transport and Network Rail, as well as the East Midlands rail franchise operator, to ensure the necessary improvements to this key rail line are implemented in a timely fashion.

2. Background Information

Midland Mainline Upgrade

- 2.1 The Midland Mainline is the main rail line between London St. Pancras and Sheffield via Leicester, Derby and Chesterfield. It also has branches to Nottingham and to Corby. It is served by Inter-City High Speed Trains providing fast and semi-fast services between London and Chesterfield and Sheffield in the SCR. There is currently one 'fast' train per hour stopping at Leicester, Derby, Chesterfield and Sheffield, with a fastest journey time of 2 hours 1 minute; and one 'semi-fast' service per hour stopping at additional stations.
- 2.2 Network Rail have developed a programme of upgrades to the Midland Mainline (MML) including electrification and line speed improvements. Electrification is a key element in the improvement and modernisation of the line, enabling the introduction of modern bi-modal or electric trains offering quieter, smoother and cleaner journeys with considerable environmental and operational cost benefits.
- 2.3 The electrification project was approved by Government in 2013, to be implemented in two phases. Phase 1 will electrify the line from Bedford (where the current electrified Thameslink line terminates) to Kettering and Corby. Phase 1 is currently committed and scheduled to be completed by 2019. This will enable electric trains to operate to Corby.
- 2.4 Phase 2 will electrify the line from Kettering to Sheffield and Nottingham. Following the Hendy review of Network Rail's programme in 2015, this section was programmed to be completed by 2023. However, in the autumn of 2016, reports emerged that phase 2 of the electrification project was being further delayed or even shelved. A lobbying campaign followed, led by East Midlands Councils, with support from SCR and our MPs.
- 2.5 Consequently, Nicky Morgan, MP for Loughborough, secured an adjournment debate on MML electrification in Parliament on the 7th November 2016 to seek assurances from the Rail Minister about the project. A number of SCR MPs attended the debate. However, the Rail Minister Paul Maynard MP was unable to give a guarantee on phase 2, saying only that development work would continue.
- 2.6 SCR wrote to the Secretary of State for Transport at the end of October 2016 expressing our concern at the possible delays to phase 2 of the electrification project. A reply was received from the Rail Minister in December 2016, a copy of which is attached as Appendix A. This reply failed to give an assurance that phase 2 will be implemented.
- 2.7 A further letter was sent to the Rail Minister at the end of February 2017, requesting a meeting with him to discuss electrification, in order to seek a reassurance about the

benefits arising from the SCR contribution to the Market Harborough scheme (see below). Unfortunately, election purdah has meant a meeting has yet to be arranged.

- 2.8** As part of the MML upgrade, a programme of journey time improvement schemes is being developed alongside electrification to ensure the line is able to deliver the full benefits of electrification. This includes a line speed improvement scheme at Market Harborough station in Leicestershire which SCR Local Enterprise Partnership (LEP) is contributing £5m to, along with contributions from D2N2 (Derbyshire and Nottinghamshire) and LLEP (Leicestershire) LEPs.
- 2.9** The objective of this scheme is to improve journey times on trains passing through Market Harborough station by half a minute, in part by straightening the track. This scheme forms part of a wider group of journey time improvement schemes along the MML, including schemes in the Derby and Leicester areas, aimed at reducing the journey time between London and Sheffield by four minutes. This will bring the fastest journey time between London and Sheffield to under two hours, a significant selling point for SCR in seeking to attract inward investment, jobs, students and visitors.
- 2.10** Alongside the MML upgrade work, Network Rail and the Department for Transport (DfT) are currently finalising the new timetables for the Thameslink Programme, a major upgrade to north-south rail links across London. This programme will result in 24 trains per hour going through central London on the core Thameslink route and then fanning out to a number of destinations north and south of London. Thameslink trains currently share the MML with East Midlands Trains (EMT) as far as Bedford, but mainly on the slow lines. There is a concern that with additional Thameslink trains using this line some more may have to use the fast lines, resulting in conflict with EMT inter-city trains, and potentially slowing them down. This would negate the benefits of the MML line speed improvement schemes and journey time improvements for SCR.

East Midlands Rail Franchise

- 2.11** The East Midlands rail franchise, covering services currently operated by East Midlands Trains, is being re-tendered by the DfT. The current franchise was extended by a Direct Award to the incumbent operator Stagecoach in October 2015 and is due to finish in March 2018. However, a further extension has been awarded until July 2018, when the new franchise is scheduled to start. The Secretary of State has the option of awarding a further extension up to March 2019, or a further Direct Award.
- 2.12** A Prospectus setting out the DfT's objectives and aspirations for the new franchise was published in November 2016. This is a precursor to the Invitation to Tender to shortlisted bidders. Three bidders have been shortlisted and these are: Stagecoach East Midlands Trains Ltd; First Trenitalia East Midlands Rail Ltd; and Arriva Rail East Midlands Ltd. SCR has met all three bidders along with SYPTE to set out our aspirations for the city region.
- 2.13** A public consultation on the franchise specification was expected to be launched in December, as set out in the Rail Minister's letter in Appendix A. However, this consultation has still not been launched and there is no revised launch date. A number of reasons for this delay have been circulating but none has been confirmed. As a result of the delay in launching the consultation and consequently the Invitation to Tender, it is expected that a further extension, or possibly another Direct Award, will be made to the current franchise.

3. Implications

3.1 Financial

There are no financial implications arising from this report.

3.2 Legal

There are no legal implications arising from this report.

3.3 Risk Management

There are risks to SCR and the objectives of the SEP if improvements to the Midland Mainline and East Midlands Trains services are not secured. Therefore, it is important that SCR continues to engage with these processes and pushes for improvements.

3.4 Equality, Diversity and Social Inclusion

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

4. Communications

- 4.1** SCR Communications Team will ensure that positive messages and lobbying takes place around key issues concerning the MML and the East Midlands Trains franchise.

5. Appendices/Annexes

- 5.1** *A. Copy of letter from Rail Minister regarding MML electrification.*

REPORT AUTHOR	Alex Forrest
POST	Economic Policy Officer (Transport)
Officer responsible	Mark Lynam
Organisation	SCR Executive Team
Email	Mark.lynam@sheffieldcityregion.org.uk
Telephone	0114 220 3445



Department
for Transport

Sir Steve Houghton and Sir Nigel Knowles
Sheffield City Region Executive
11 Broad Street West
Sheffield
S1 2BQ

From the Parliamentary
Under Secretary of State
Paul Maynard MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: paul.maynard@dft.gsi.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/180975
Your Ref:

- 5 DEC 2016

Dear Sirs,

Thank you for your letter of 31 October and enclosure to Chris Grayling about the upgrade and electrification of the Midland Main Line. I am replying as the Minister responsible for rail issues.

The Government recognises the vital importance of the Midland Main Line. As you state, the line serves major cities such as Leicester, Derby, Nottingham and Sheffield, as well as surrounding towns and regions, and continued investment in the line is key for their growth. The investment we are making today will help prepare our country for tomorrow – supporting jobs, enabling business growth, and bringing our country closer together.

We are committed to electrification on the Midland Main Line, and electrification from London to Kettering and Corby will be delivered by 2019. Sir Peter Hendy set out a plan for delivering Key Output 2 (Electrification from Kettering to Nottingham and Sheffield) by 2023, which we are continuing to develop and which is for the latter part of the upcoming East Midlands franchise. The Midland Main Line programme will deliver a better experience for the passenger.

The enhancements on the route will provide many benefits, as you identify, including increased capacity to relieve congestion on the railway, cost savings for the rail industry, and better environmental performance. The capacity works will add tracks, extend platforms and improve signalling and line speeds, which, along with electrification, will allow us to deliver a third more carriage miles than today across the route, with no increase in environmental impact.

Consultation will begin on the new East Midlands franchise in December this year, and we would welcome engagement and input from stakeholders and the public. We also look forward to seeing the innovative proposals that bidders put forward to improve the services for passenger and other users of the railway, building on this government's substantial investment.

Yours sincerely,

Paul Maynard

PAUL MAYNARD

TRANSPORT EXECUTIVE BOARD

29th JUNE 2017

THE CYCLING AND WALKING INVESTMENT STRATEGY AND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS

Purpose of Report

To inform Members of the publication of the Government's new Cycling and Walking Investment Strategy (CWIS) and their proposal for the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) by interested authorities. Technical support is available for selected authorities via an expression of interest process, as well as a potential opportunity to support the DfT in the refinement of the LCWIP process.

Thematic Priority

- Develop the SCR skills base, labour mobility and education performance
- Secure investment in infrastructure where it will do most to support growth

Freedom of Information

Not exempt

Recommendations

Members are asked to:

- support the submission of the Sheffield City Region Local Cycling and Walking Infrastructure Plan expression of interest and offer to support DfT in the refinement of the LCWIP process
- support the development of a Sheffield City Region Local Cycling and Walking Infrastructure Plan subject to a successful expression of interest for technical support
- agree that South Yorkshire cycling targets should be reviewed and adoption of an aim / target related to walking should be considered.

1. Introduction

- 1.1 Under the Infrastructure Act 2015, the Government is required to set a cycling and walking investment strategy (CWIS) for England. The first CWIS was published on the 26th March 2017. CWIS sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.

The Strategy is intended to support the transformation of local areas: tackling congestion,

extending opportunity to improved physical and mental health, and supporting local economies. Its objectives are compatible with the South Yorkshire Cycling Action Plan which was endorsed in 2015.

The Strategy sets the Government's aims and targets for 2025 to double cycling, increase walking activity and increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025. In addition it has the objective of reducing the rate of cyclists killed or seriously injured on England's roads.

CWIS also sets out the current financial resources being put into walking and cycling measures relating to the Spending Review 2015 settlement period up to 2020-21 (see appendix 1). It is noted that many of the decisions on the allocation of these funds, such as the Local Growth Fund (LGF), will be made by the relevant local body, in line with the Government's devolution and localism agenda. Continued investment will need to be considered. Currently the SCR STEP programme that delivers most cycling and walking enhancements is unfunded beyond March 2018.

In parallel with the publication of CWIS the government have also published guidance on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs). LCWIPs offer a new, strategic, evidence led approach for local authorities to identify cycling and walking improvements required at the local level, ideally over a ten year period.

1.2 The LCWIP guidance outlines the recommended steps that should be taken when planning for cycling and walking. The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

LCWIPs will take time and resources to produce and in recognition of this the DfT have launched a programme of technical support, providing resources to authorities to support the development of cycling and walking networks through a competitive expression of interest process.

The technical support will be provided by a delivery partner procured by the DfT and includes:

- Assistance with the preparation of LCWIPs
- Training on how to use the LCWIP guidance and tools
- Advice on how to integrate LCWIPs into local policies and strategies, and develop the local strategic and economic case for investment

2. Proposal and justification

2.1 Preparation of LCWIPs is non-mandatory, however in order to provide evidence based cycling and walking plans, support future bids for either local or national investment and influence both local and national policy going forward it is recommended that a Sheffield City Region Cycling and Walking Infrastructure Plan (SCR LCWIP) is developed. The geographical area that it is proposed the SCR LCWIP should cover, as a delivery-based document, is South Yorkshire.

The production of an LCWIP will take time and also require technical skills in some areas such as GIS, use of the DfT's newly released tools and auditing / prioritisation of the network. It is recommended that an expression of interest is submitted to the DfT for the full 80 days of technical support that is available to SCR to bid for as a Combined Authority.

The development of LCWIPs is flexible and should allow for sub areas to be defined and development of the plans to be phased if needed. It is noted however that authorities should prioritise areas which have the greatest potential for growing cycling and walking trips. The development of an SCR LCWIP would also provide an opportunity to sense check the proposals for priority sub regional strategic cycle routes to be developed based on the plan contained within the 2015 South Yorkshire Cycling Action Plan and develop the wider network of routes that these would be integrated into as appropriate.

An expression of interest for technical support to develop an SCR LCWIP has been developed and is attached at appendix 2. The deadline for expressions of interest is 4pm **30th June 2017**.

- 2.2** LCWIPs are expected to be reviewed and updated periodically (every four to five years), particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies or major new development sites. It is expected that this would be carried out using existing local authority resources. If successful in our EOI the LCWIP developed will be informed by refreshed SEP and SCR Transport Strategy.

As this is a new process the DfT are also looking for selected local authorities to assist them with the refinement of the LCWIP process. SCR would be in a good position to support the DfT with this due to the work around cycling that has already been carried out at a South Yorkshire level as part of the delivery of the South Yorkshire Cycling Action Plan and in addition the work Sheffield City Council has been carrying out using propensity modelling as part of the development of a new SCC Transport Strategy and Local Plan.

- 2.3** It should also be noted that the aims and targets for cycling set out by CWIS are somewhat less ambitious than those set within the South Yorkshire Cycling Action Plan, including increasing the mode share of cycling to 10% of all journeys by 2025. This represents at least a quadrupling of current levels, rather than the doubling set out in CWIS (from 0.8 billion stages in 2013 to 1.6 billion stages in 2025). It is recommended that in light of this and the available funding set out by CWIS (appendix 1) South Yorkshire cycling targets are reviewed. In addition the adoption of an aim / target related to walking for South Yorkshire should be considered.

3. Consideration of alternative approaches

- 3.1** Preparation of LCWIPs is non-mandatory, however in order to provide evidence based cycling and walking plans, support future bids for either local or national investment and influence both local and national policy going forward it is recommended that a Sheffield City Region Cycling and Walking Infrastructure Plan (SCR LCWIP) is developed.

- 3.2** Alternative options would be to:

- Not develop a SCR LCWIP. This is not recommended as it would result in a continuation of the existing situation where cycling and walking schemes have not been developed via a consistent evidence based approach across South Yorkshire making the case for investment more difficult to demonstrate.
- Develop separate local authority LCWIPs. This is not recommended as it may result in less consistent and integrated plans making it harder to put forward packages of smaller cycling and walking schemes with a strong evidence based business case to make the case for future investment. It is also unlikely that separate uncoordinated expressions of interest for technical support from government from within a combined authority area would be accepted.
- Develop an SCR LCWIP without technical support from government. This is possible but would have more significant resource implications and would be likely to take longer to develop. A significant benefit that would be accrued from the

technical support on offer would be the development of technical skills required to produce the plans using the associated tools to their full benefit. These skills would then be embedded into the authority for future work. However, should we be unsuccessful in our bid this may be a recommended approach.

4. Implications

4.1 Financial

There are no direct financial implications to the SCR CA arising from this report.

In addition to the 80 days technical support that the expression of interest would request officer time is also required from the local authorities in order to provide local knowledge and input and a minimum of 90 days over the course of a year has been proposed to carry out this work. This has been agreed by STG as being available within existing resources.

4.2 Legal

There are no legal implications arising from this report.

Submitting the Expression of Interest for technical support to develop a Sheffield City Region Local Cycling and Walking Infrastructure Plan, if successful, would result in the offer of up to 80 days technical support procured by the DfT to support the development of such a plan. The plan once developed would then be taken through the SCR approvals process for endorsement.

4.3 Risk Management

The Local Cycling and Walking Infrastructure Plan Expression of Interest Guidance sets out the need for senior level support as well as key stakeholders which includes the Local Enterprise Partnership. Without this support it is unlikely that the Expression of Interest would be successful. This risk can be managed by TEB expressing their support for the submission of this document and production of the plan.

As part of the first stage of development of the Local Cycling and Walking Infrastructure Plan a risk register would be established as part of the formal project management arrangements.

4.4 Equality, Diversity and Social Inclusion

The **Local** Cycling and Walking Infrastructure Plan Guidance sets out that in following the LCWIP process, authorities should consider their obligations to meet the needs of people with protected characteristics under the Equalities Act 2010; LCWIPs should reflect the needs of all.

As part of the first stage of development of the Local Cycling and Walking Infrastructure Plan an Equality Impact Assessment would be carried out as part of the formal project management arrangements.

5. Communications

- 5.1** If the expression of interest for technical support for the SCR LCWIP is successful a communication and engagement plan will be developed in the first stage of the project.

6. Appendices/Annexes

- 6.1** Appendix 1 – Current Government Financial Resources for Walking and Cycling

Appendix 2 – Expression of Interest Form for Technical Support

REPORT AUTHOR	Jenny Wood
POST	Senior Transport Planner (SCR Cycling and Active Travel Co-ordinator)
Officer responsible	Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure
Organisation	Sheffield City Council
Email	Tom.Finnegan-smith@sheffield.gov.uk
Telephone	0114 27 36030

Background papers used in the preparation of this report are available for inspection at: Howden House, 1 Union St, Sheffield S1 2SH

Other sources and references:

Cycling and Walking Investment Strategy and Local Cycling and Walking Infrastructure Plans guidance www.gov.uk/government/collections/cycling

South Yorkshire Cycling Action Plan www.sheffield.gov.uk/home/travel-transport/cycle-schemes-routes

CURRENT GOVERNMENT FINANCIAL RESOURCES FOR WALKING AND CYCLING

The table below, contained within the Governments Cycling and Walking Investment Strategy (CWIS), provides a guide to the amount of Government funding that may be invested in cycling and walking in the next five years, some of which is based on previous trends (all figures are rounded to the nearest million). Many of the decisions on the allocation of these funds will be made by the relevant local body, in line with the Government's devolution and localism agenda.

£m National Level		16-17	17-18	18-19	19-20	20-21	Total (16/17 – 20/21)
Enhancements (capital)	Includes Cycle Ambition Grant, Highways England, Local Growth Fund (LGF) allocations already committed and a portion of Integrated Transport Block based on previous trends. It does not include the funding to be allocated through the latest round of LGF (but note that SCR programmes were fully committed when LGF2 was received and currently the SCR STEP programme that delivers most cycling and walking enhancements is unfunded beyond March 2018).	251	261	156	105	82	854
Renewals / maintenance (capital)	Includes a portion of the Highways Maintenance Block, based on a formula weighting for footways and cycle routes from 2018-19	0	0	65	65	65	196
Operations (revenue)	Includes Bikeability, STTY and Access Fund	33	33	33	33	**	132
Total		284	294	254	203	147	1,182

***Revenue funding for 2020-21 subject to the next spending review*

It is noted that there is also additional investment in cycling through local authority specific programmes and matching contributions to Government programmes.

In addition to the allocated £1.2billion (outlined in the table above), the Government is investing an extra:

- £5 million on improving cycle facilities at railway stations
- £1 million on Living Streets' outreach programmes to encourage children to walk to school (understood to be targeted in areas that did not receive the Access Fund).
- £1 million on Cycling UK's 'Big Bike Revival' scheme. Locally in South Yorkshire events are being offered to help people to fix up their bikes and learn to take care of them.

Other funds of interest highlighted within CWIS included a Small Business Research Initiative (SBRI) competition for projects that propose innovative means of tackling the barriers to walking and cycling, leading to more journey stages being made by bicycle or on foot. This has now closed.

In October 2016, the DfT announced the creation of a £30 million road safety fund, which will be used to make improvements in rural areas along the line of the High Speed 2 route – for instance, to support traffic calming, safer junctions or better pedestrian crossings all of which will benefit facilities for cycling and walking. During 2017 they will be developing individual allocations for local authorities.

Local Cycling and Walking Infrastructure Plans

Expression of Interest form for technical support



Department
for Transport

Guidance on the Expression of Interest process has been provided alongside this form. **An Expression of Interest should be no more than 8 pages.** Please include all relevant information when completing the form. If you have any questions about the LCWIP process or guidance please email: walking.cycling@dft.gsi.gov.uk

Please note that this is an Expression of Interest and that technical support is not guaranteed.

SECTION A - Applicant Information

A1. Local authority name(s):

Sheffield City Region

A2. Project Lead

Name: Jenny Wood

Position: Senior Transport Planner (Sheffield City Region Cycling and Active Travel Co-ordinator), Sheffield City Council

Contact telephone number: 0114 2053073

Email address: jenny.wood2@sheffield.gov.uk

A3. Senior Responsible Owner

Name: Tom Finnegan-Smith

Position: Head of Strategic Transport and Infrastructure, Sheffield City Council (lead authority)

Contact telephone number: 0114 2736030

Email address: tom.finnegan-smith@sheffield.gov.uk

SECTION B - Project Description

B1. Type of Support

This Expression of Interest is for:

☒ Technical Support to prepare an LCWIP.

☐ Technical Support to update existing walking and cycling plans and programmes.

B2. Total number of support days requested: 80

B3. Project Summary

We are not a 'Cycle Ambition City' but a City Region with Cycling Ambition. We have a clear vision about where we want to go with strong plans to move us towards this. Technical support to enable the development of an SCR LCWIP will take us to the next level, supporting our development of high quality walking and cycling facilities that deliver upon the Governments vision to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey, in our City Region.

Although to date we have carried out a great deal of work developing a strong vision and objectives we have not had the resources or technical skills readily available to model and develop walking and cycling networks in a consistent manner across the area.

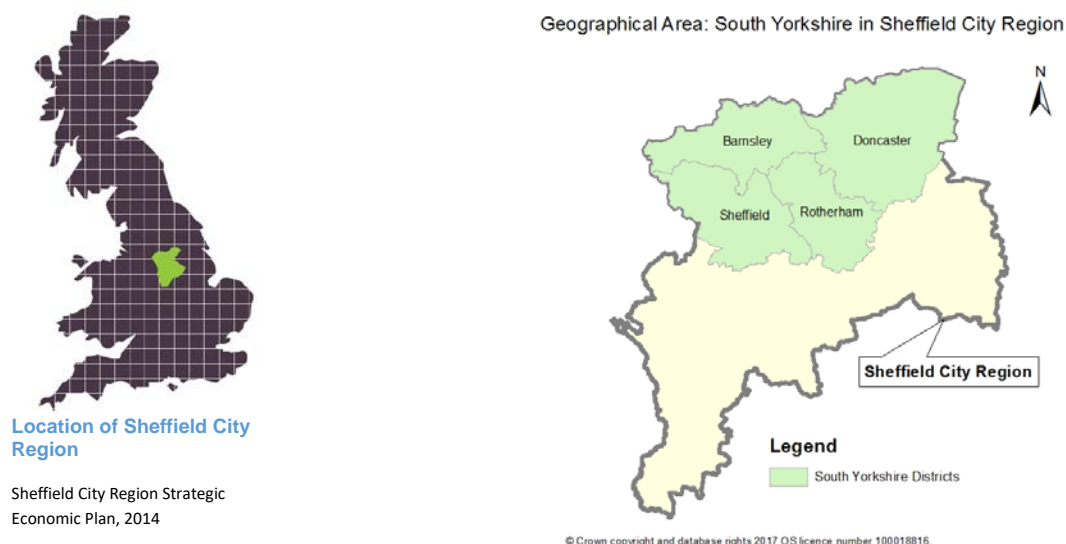
We are committed to promoting and enabling walking and cycling and have a dedicated cycling and active travel co-ordinator (0.5 FTE) in place. However in order to produce high quality, consistent plans that can be integrated into our plans and policies we require technical support to provide guidance, train the lead officer on how to use the LCWIP tools to their full advantage (embedding the skills into the authority), and provide support in developing the priority infrastructure programme and economic case for investment.

B4. Geographical Area:

The focus of the SCR LCWIP will be on the area of South Yorkshire. With a population of 1.37 million people 85% walk and 13% cycle at least once a month. There is massive potential to convert short trips with over 300 thousand commuter car journeys under 10km.

Sheffield City Region (SCR) has a diverse economy comprising a dynamic core city, important towns and market towns, and a significant rural economy. The City Region encompasses more than 1.8 million people and approximately 700,000 jobs (<https://sheffieldcityregion.org.uk>). The focus of the SCR LCWIP will be on the area of South Yorkshire (including the local authority areas of Barnsley, Doncaster, Rotherham and Sheffield) within Sheffield City Region. This is in line with the existing Local Transport Plan Cycling and Active Travel Group arrangement, which is to

develop cycling and walking schemes for the 4 constituent members of SCR in the area of South Yorkshire. We will liaise with the wider SCR Counties / District Councils to ensure that important links to and within these 'overlap' areas are identified as appropriate and reflected in both the SCR LCWIP and any County / D2N2 plan ensuring a coordinated approach.



The Office for National Statistics has recently estimated the population of South Yorkshire (SY) at 1.37 million people (mid 2015). In SY 85% of people walked (for at least 10 minutes) and 13% cycled (for any distance) at least once a month in 2014/15. Although lower than the average for England (86% walking and 15% cycling) there has been a statistically significant increase in cycling since 2013/14¹.

Results from the Department for Transport funded Propensity to Cycle Tool project² identified 1.7% of commuters in SY as cyclists and 10.9% as pedestrians. However high level propensity modelling carried out by Sustrans for SY showed that there were 316,486 commuter car journeys under 10km which could be targeted by walking and cycling interventions.

SECTION C – Strategic Narrative

C1. The Strategic Case

South Yorkshire has a vision that by 2025 we will have a thriving cycling culture. It will be a place where cycling is a natural travel choice for everyday short journeys and become a premier destination for cycle sport, leisure and tourism. Our ambitious aim is to increase the mode share of cycling to 10% of all journeys and achieve an overall reduction in the rate of cycle collisions.

SCR's Transport Strategy³ looks to 2026 with the goals of supporting economic growth, reducing emissions, enhancing social inclusion and health and maximising safety. With the policy *to encourage active travel and develop high quality cycling*

¹ DfT Statistics Table CW0103

² UKCRC Centre for Diet and Activity Research (CEDAR), Evidence Brief Special (14) – England's Cycling Potential – Results from the DfT funded Propensity to Cycle Tool project, February 2017 www.cedar.iph.cam.ac.uk/resources/evidence/eb-14-englands-cycling-potential

³ www.syltp.org.uk/strategy.aspx

and walking networks, and a commitment to work with all SCR districts to design convenient and direct routes for walking and cycling and to ensure that the needs of those walking and cycling form an integral part of the planning process. The South Yorkshire Cycling Action Plan (SYCAP)⁴ was endorsed by the SCR Combined Authority Transport Committee in April 2015 in support of the delivery of this. It sets out our vision for cycling for 2025, that *South Yorkshire will have a thriving cycling culture. It will be a place where cycling is a natural travel choice for everyday short journeys and become a premier destination for cycle sport, leisure and tourism*. We also have an ambitious aim to increase the mode share of cycling to 10% of all journeys⁵ and achieve an overall reduction in the rate of cycle collisions.

Our vision for cycling and commitment to encouraging walking and cycling as active travel modes are entirely in line with and supportive of the Governments ambition and objectives set out within CWIS. The production of an SCR LCWIP will support and enable the development of a consistent network of safe, attractive routes for cycling and walking across South Yorkshire in order to increase walking and cycling activity (including to school)⁶ and improve safety for cyclists in particular⁷, therefore supporting both our local and Governmental aims and objectives. The development of high quality walking and cycling networks will not only help to deliver the aims set out within our Transport Strategy but will also help to deliver SCR's wider shared objectives and Strategic Economic Plan⁸ by supporting the transport needs of those trying to enter employment, creating a healthier workforce, reducing congestion and attracting inward investors to locations with strong environmental credentials and a high quality of life (SY CAP).

We will build on the good work carried out by the districts working with users, identifying walking and cycling routes and prioritising locations in need of improvement. The development of an SCR LCWIP however will enable us to take a consistent developed network approach, supporting us to embed key routes within the planning process and deliver upon the commitments set out within our Transport Strategy, as well as embedding these plans into future iterations of regional and local transport policies and strategies. It will provide a consistent evidence based approach to identifying priority walking and cycling infrastructure improvements, and support our districts in bringing packages of priority schemes together that will result in the greatest benefit and make the best possible case for future funding.

C2. Integration

The SCR LCWIP will be integrated into local transport and planning policies and strategies to ensure that delivery of these networks is as part of the wider

⁴ <http://www.sheffield.gov.uk/content/dam/sheffield/docs/travel-and-transport/cycling/South%20Yorks%20Cycling%20Plan.pdf>

⁵ This ambitious aim was set to illustrate South Yorkshires desire to play its part in enabling the national target recommended by the Get Britain Cycling report, Britain Cycling, All Party Parliamentary Cycling Group, April 2013.

⁶ Supporting Government objectives to increase cycling activity, increase walking activity and increase the percentage of children aged 5 to 10 that usually walk to school by 2020

⁷ Supporting the Government objective to reduce the rate of cyclists killed or seriously injured on England's roads

⁸ <https://sheffieldcityregion.org.uk/growthplan>

transport system, and creation of thriving, healthy and liveable places, that brings benefits to all users.

As set out above we have committed to working with the districts to ensure that the needs of those walking and cycling form an integral part of the planning process. We will encourage and support local districts to use the SCR LCWIP to produce Supplementary Planning Documents to support and provide guidance on the delivery of local policies contained within the plans. This will help to align the Local Plan documents with the SCR Transport Strategy and enable delivery of its objectives as part of the creation of thriving, healthy and liveable places. When planning the development of the SCR LCWIP we will ensure that consultation is carried out in line with statutory requirements for the development of SPDs wherever possible so resource requirements are minimised.

The SCR LCWIP will form the infrastructure delivery plan for walking and the SY CAP, influencing both future SCR and district local transport policy and strategy development and supporting delivery of these networks as part of wider transport and place creation programmes. It will also support us in setting realistic targets related to investment in infrastructure underneath our ambitious vision.



C3. Current Walking and Cycling Policies, Strategies and Programmes

The South Yorkshire Cycling Action Plan (SY CAP) outlines our vision and aim (see C1) and the benefits of cycling to South Yorkshire to the economy, health and the environment. We want to embed a cycling culture by investing in high quality cycling infrastructure, training, publicity, customised behaviour change projects and mass participation events.

Within the SY CAP a schematic plan of sub regional strategic cycle routes is included and 7 of these routes have been proposed as priorities for development. Initial economic evaluations are currently underway and the development of an SCR LCWIP will be used as a means to sense check these proposals as well as developing the wider network of routes which would support these plans.

SCRs Transport Strategy includes policy supporting active travel and the development of walking and cycling networks. Local district cycling and active travel strategy, plans and programmes currently sit below city region level strategy and the SY CAP and will feed into, and be integrated with, the SCR LCWIP as illustrated in

C2. Each of the districts also has a Rights of Way Improvement Plan that will feed into the LCWIP development.

As part of the Sustainable Transport Delivery Excellence Programme outline cycle propensity modelling was carried out by Sustrans for South Yorkshire. This has provided high level mapping which will allow us to identify potential priority areas to concentrate LCWIP development on initially where the propensity to cycle is highest. More detailed cycle propensity work has also already been carried out in Sheffield as part of the development of their new integrated Transport Strategy and Local Plan. Cycling commutes have been mapped onto networks with thresholds of gradients (due to the challenging nature of the topography) and this data is available to support the development of this section of the SCR LCWIP, as well as providing learning from the process.

We have several major cycling and walking programmes currently underway (in addition to improvements made through wider regeneration schemes):

Programme	Description	Value
Sustainable Travel Access Fund (STAF)	This DfT funded programme running from 2017/18 to 2019/20 includes programmes such as safety promotion for vulnerable road users, pedal and electric bike loans and hires, bike checks, repairs and maintenance courses, cycle training and development of active travel hubs, festivals, guided walks and promotion of walking for shorter journeys.	£7.5m
Bikeability	Funding from the Department for Transport for Bikeability Level 1/2 combined, Level 3 and Learn to Ride child cycle training up to 2020.	£192k per annum
Sustainable Transport Exemplar Programme (STEP)	Part of the SCR Local Growth Fund programme Capital funding devolved to Sheffield City Region. This provides improvements and additions to the local strategic active travel network, linking key employment growth sites with residential locations, connecting communities with services, leisure and retail and closing gaps in the network to increase end to end active journeys	£16.075m in total from 2015/16 to 2017/18
Integrated Transport Block (ITB)	The annual ITB allocation for South Yorkshire is used to deliver projects to address local transport priorities. One of these priorities is active travel investment in local cycling and walking network improvements and enhancements to encourage / enable active travel. Public transport improvements also provide an alternative to car use and help to embed walking as part of the end to end journey.	During the period 2014/15 to 2016/17 the total ITB spend on public transport was £8.4m and the total spend on other active travel was £3.2m.

Sheffield is also currently in partnership with British Cycling to deliver a number of programmes to encourage cycling which includes ride leader training, led rides, mass participation events, coaching, cycle club and facilities development.

SECTION D – Management Case

D1. Delivery

Senior Responsible Owner (SRO): Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure, Sheffield City Council (lead authority). As SRO Tom will be ultimately responsible for the delivery of the project and its outputs.

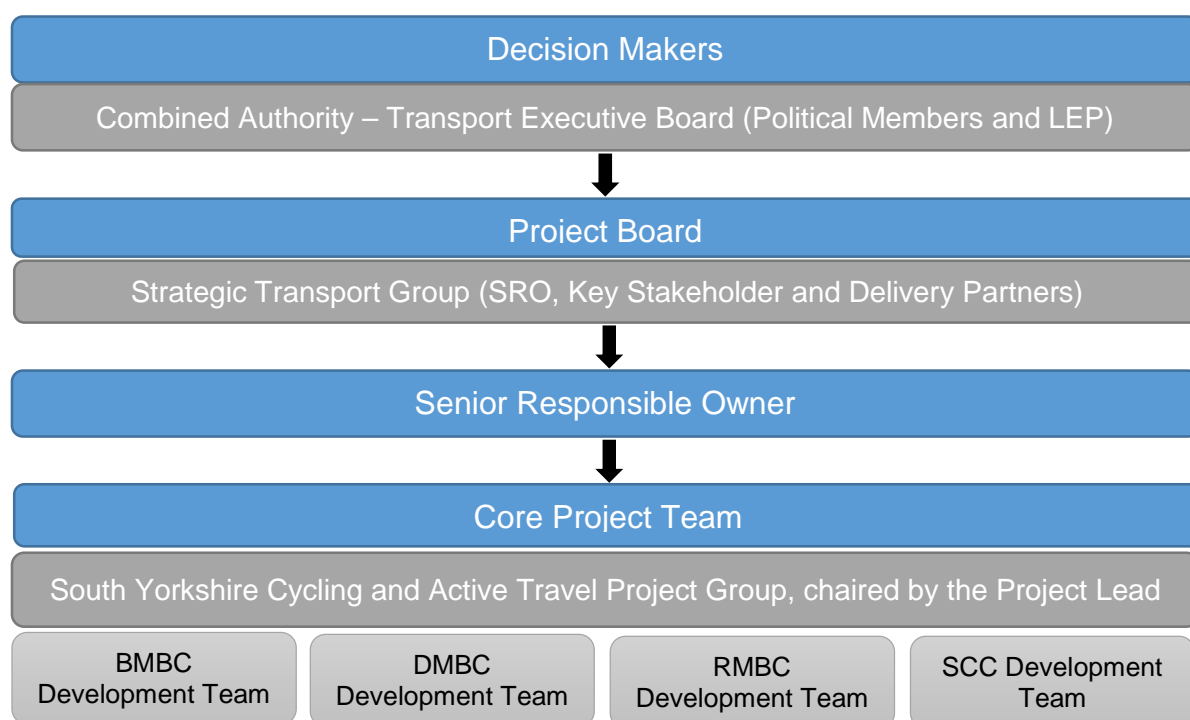
Project Lead: Jenny Wood, Senior Transport Planner (SCR Cycling and Active Travel Co-ordinator), Sheffield City Council. As Project Lead Jenny will be responsible for the day to day management of the project.

In addition to the project lead there will be a nominated lead transport planning officer from each district who will provide local specialist knowledge and input to the process. **A minimum of 90 days officer time will be made available** to support the development and integration of a SCR LCWIP made up from a combination of the project lead and nominated lead transport planning officer time from each district.

D2. Governance

Please provide details of how key decisions will be made including information about the relevant governance and reporting processes.

Governance and reporting arrangements will make use of existing proven structures with experience of successfully delivering complex programmes such as those funded through the LSTF and STTY in South Yorkshire.



Key decisions will be made by the Sheffield City Region Combined Authority (CA) with recommendations from the Transport Executive Board (which brings together public and private leadership of the CA and Local Enterprise Partnership).

South Yorkshire Strategic Transport Group will form the Project Board with overall responsibility for ensuring the integration of the plan with wider authority objectives and strategies. The SRO both sits on and reports to this group. Heads of Transport from each of the four local authorities and the South Yorkshire Passenger Transport Executive sit on the group as delivery partners. A senior officer representative from public health also sits on the group as a key stakeholder (with links into the wider health system in the City Region).

South Yorkshire Cycling and Active Travel Project Group will form the Core Project Team reporting via the Project Lead to the SRO and on to the Project Board. Chaired by the Project Lead this group includes representation from the transport planning and policy teams

from each of the four local authorities, South Yorkshire Passenger Transport Executive, the South Yorkshire Safer Roads Partnership, the South Yorkshire Local Transport Partnership team and Highways England.

Local Development Teams feeding into the work of the Core Project Team in each of the four local authority areas. These teams will be coordinated by the Project Lead to ensure a consistent approach and will work together to consider cross boundary journeys and infrastructure provision. With a nominated transport lead from each authority the groups will bring together land use planners, highway engineers and other professionals as appropriate to the area and issues being considered by the developing plans.

D3. Management Case - Stakeholder Management

A stakeholder engagement plan will be produced at the start of the process to ensure that views from both those who currently walk and cycle, as well as those who do not, are captured and considered. The Local Enterprise Partnership have expressed support for the development of an SCR LCWIP⁹.

Stakeholder engagement will be critical to the development of the SCR LCWIP. Specific groups likely to be involved in the process are listed below. Delivery partners including the four South Yorkshire local authorities, Passenger Transport Executive and Highways England are not listed as they form part of the delivery group. Other delivery partners will be consulted throughout the process.

Public and Interest Groups

Local cycling and walking groups / forums, disabled people's groups / forums, resident groups, Chamber of Commerce, Living Streets, Sustrans, Cycling UK, British Cycling, Cycle South Yorkshire (Tour de France Legacy Group), Sheffield University, Sheffield Hallam University

Delivery Partners

Peak District National Park, Derbyshire County Council, Nottinghamshire County Council, Canal and River Trust, Network Rail, Sustrans (National Cycle Network), Trans Pennine Trail, Rail operators (Northern Rail, East Midlands Trains), Bus and tram operators (First, Stagecoach, TM Travel)

Other Organisations

Local Members and MPs, Local Enterprise Partnership, Local Access Forums, Neighbourhood Forums, Parishes, Police and Emergency Services (via the Safer Roads Partnership), Sheffield Business Improvement District, Modeshift, Welcome to Yorkshire

SECTION E: Declaration

E1. Senior Responsible Owner Declaration

As Senior Responsible Owner, I hereby submit this Expression of Interest for LCWIP support on behalf of Sheffield City Region and confirm that I have the necessary authority to do so.

Name: Tom Finnegan-Smith

Position: Head of Strategic Transport and Infrastructure, Sheffield City Council

Signed:



Submission of proposal:

Applications must be submitted by **4pm 30th June 2017**

Submissions should be sent electronically to walking.cycling@dft.gsi.gov.uk

⁹ Via their representation on the Transport Executive Board who also expressed support for the submission of this Expression of Interest.

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TRANSPORT EXECUTIVE BOARD

29th June 2017

LGF Programme Update

Purpose of Report

This paper provides an update on the SCR Local Growth Fund Capital programme, the current position of the transport element of that programme and seeks endorsement to the budget changes required at 16/17 year end to reflect the outturn position.

Thematic Priority

This report relates to the following Strategic Economic Plan priorities:

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

Freedom of Information

Executive Boards do not make decisions on behalf of the CA therefore are not made available under the Combined Authority Publication Scheme.

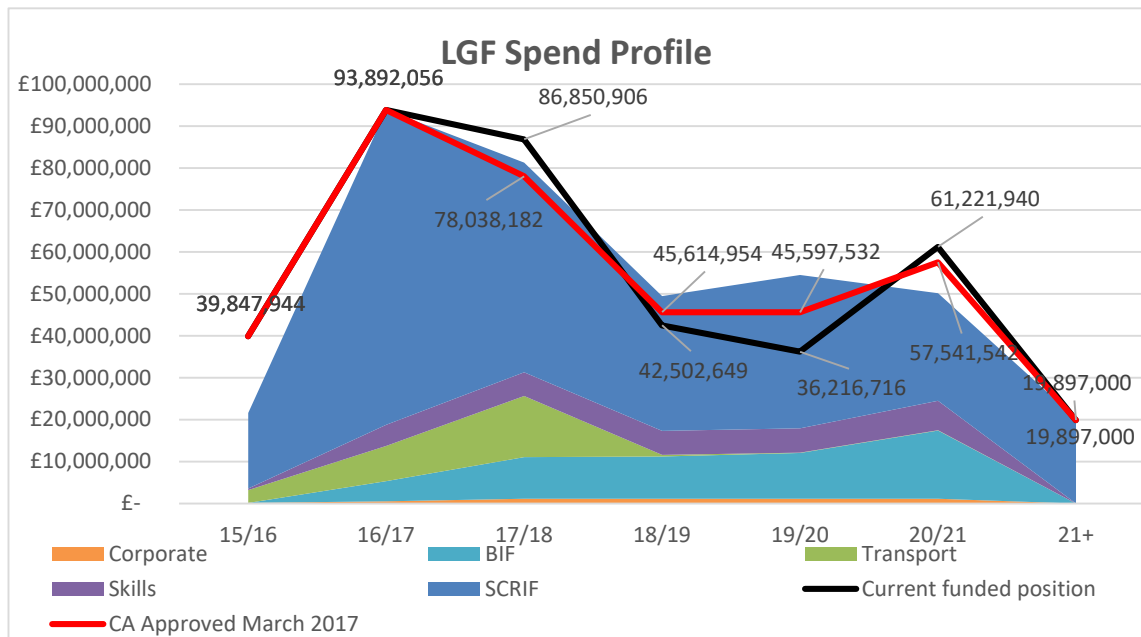
Recommendations

Transport Executive Board are asked to consider and endorse the changes to the 3 project spend profiles noting that these changes will be further reported to the CA as part of the LGF approvals paper.

1. Introduction

- 1.1 In March 2017 the CA approved the 17/18 element of the SCR LGF Capital Programme.

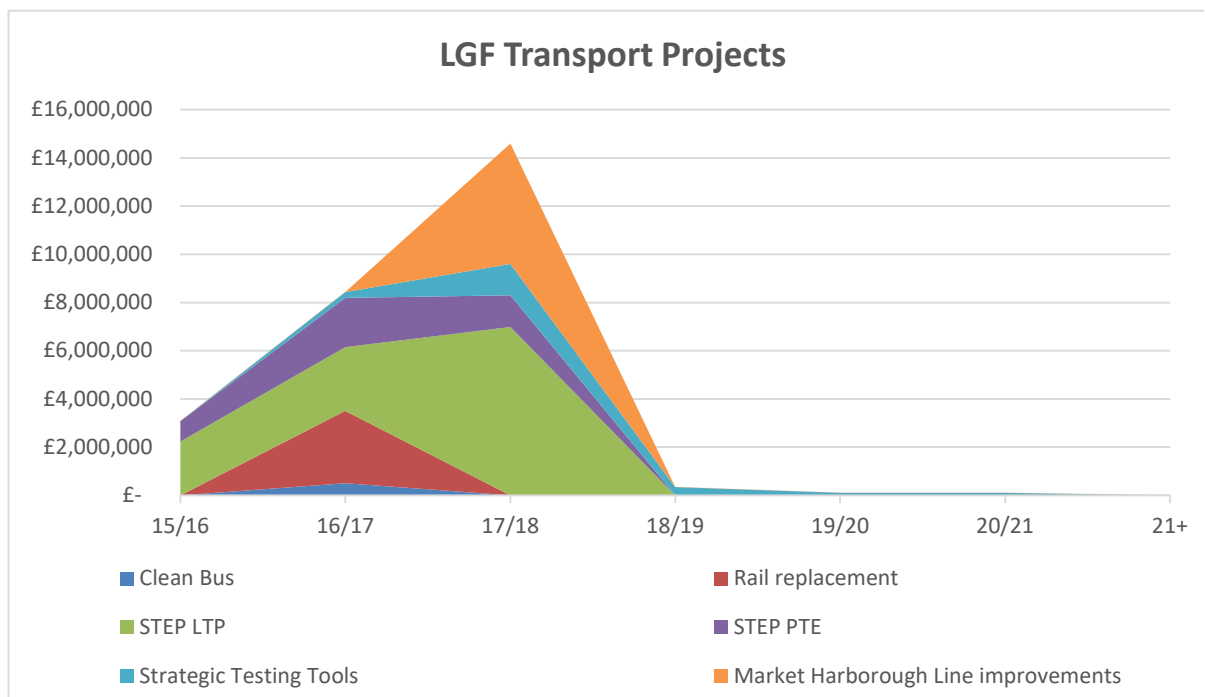
At the time of approving the budget the expected funding for 17/18 was £78M, however the actual grant allocation for 17/18 has been confirmed at £86.9m, an increase of £8.8M (+11%) from that understood when the budget was set. The increase is offset by a reduction in later years and hence there is no net change to the totality of project funding.



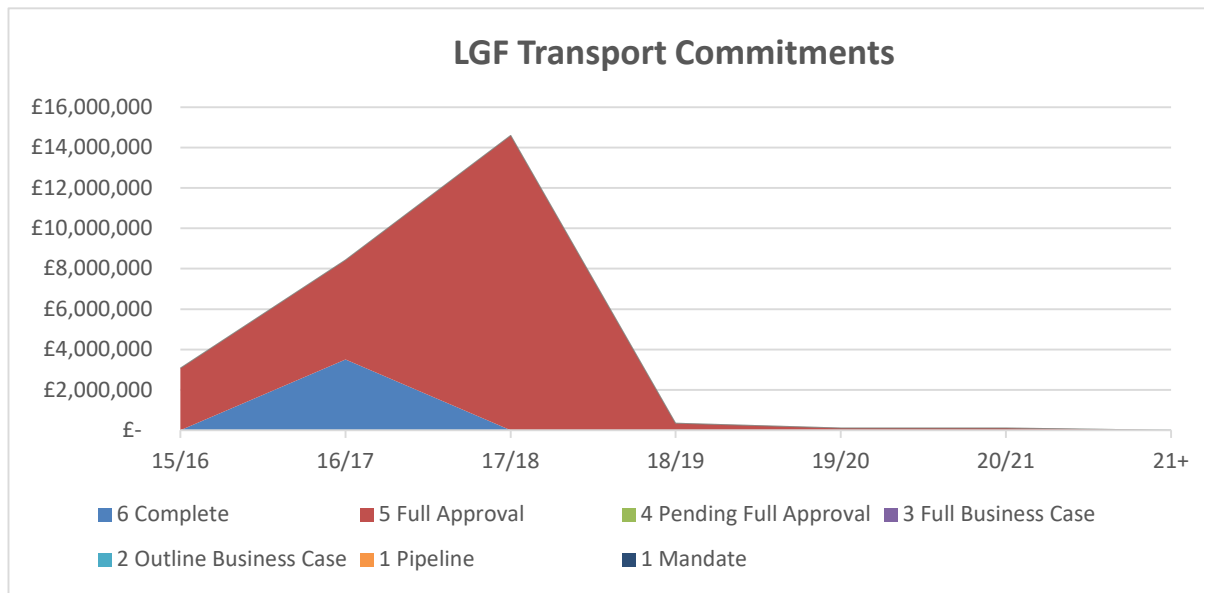
The programme in its entirety is £9.1m (4%) overprogrammed and as such the CA will need to manage the programme effectively and seek efficiency and economy from schemes to enable all aspirations to be funded until alternative sources can be secured.

The SCR Executive team will continue to monitor project progress against these funding profiles.

- 1.2** The majority of the transport elements of the programme £26.1m out of a total £26.6m (98%) are forecast to be complete between 2015 and 2018.

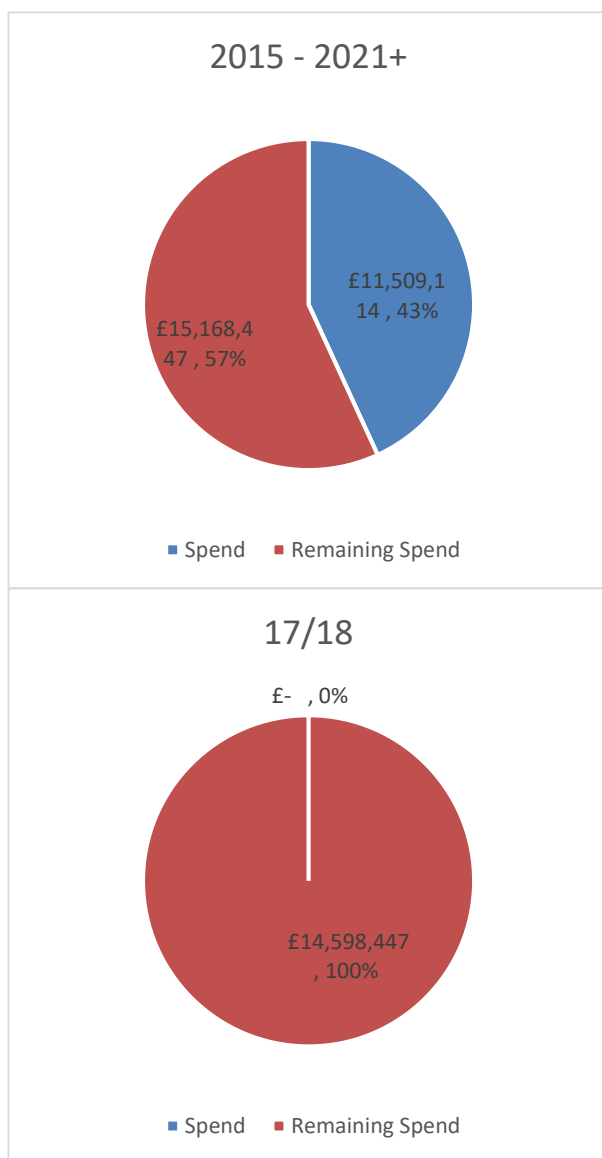


- 1.3** All of the LGF Transport projects have completed the appraisal process and hence are now fully committed.



The Market Harborough line speed enhancements were approved at the CA on 12th June 2017 and the CSR Executive team are in the process of agreeing the contract for the funding.

- 1.4** Spend to date for transport projects is £11.5m with a remaining spend of £15.2m of which £14.6m is forecast to spend in 17/18.



This report was produced prior to the Q1 claims for 17/18 were submitted hence the in year spend to date is currently £0.

2. Proposal and justification

- 2.1 At financial close for 16/17 year end a number of budget variations were necessary, these are summarised below.

Project	Comments
STEP PTE	£17,932 reprofiled from 16/17 to 17/18. No change to total spend
STEP LTP	£577,971 reprofiled from 16/17 to 17/18. No change to total spend. Various changes within the programme between schemes.
Strategic Testing Tools	£54,683 reprofiled from 16/17 to 17/18. No change to total spend.

None of the variations affect the total planned spend for the project.

2.2 Details of the changes to the LTP STEP profile are attached at **Appendix A**.

The In total, there are 16 changes over 11 projects, 2 to accelerate spend in 16/17 (£27K) and 6 to slip spend into 17/18 (£605K).

There are a further 5 changes of underspend (£202K) and 3 overspend (£202k).

The total impact on the programme is no net change and the BCR of each element remains in the correct value for money threshold.

The changes have been reviewed by the SCR Appraisal Panel who have recommended that all changes are approved, In light of the LGF over programming position it is further recommended that;

- As this is the final year of the programme no further slippage will be possible.
- Further underspend be accepted and returned to the central pot to assist with the over programming position.
- Further overspend be declined as promoters need to meet overspend from their own resources.

2.3 Transport Executive Board are asked to consider and endorse the changes to the 3 project spend profiles noting that these changes will be further reported to the CA as part of the LGF approvals paper.

3. Consideration of alternative approaches

3.1 The changes represented in the paper are retrospective to reflect the year end outturn finance position.

3.2 Alternative funding approaches will be considered to change requests submitted during 2017/18 financial year

4. Implications

4.1 Financial

The changes presented above have been included in the reporting to year end.

As this is the final year of the STEP programme it will not be possible to accommodate any further programme changes beyond March 2018.

4.2 Legal

All projects have a formal funding agreement in place.

4.3 Risk Management

The early commission process undertaken in 16/17 mitigated any potential clawback from CLG resulting from programme delays and spend slippage.

4.4 Equality, Diversity and Social Inclusion

None as a result of this report.

5. Communications

- 5.1** 16/17 outturn financial position has been reported at the June 12h meeting of the Combined Authority.

6. Appendices/Annexes

- 6.1** STEP change requests outturn position - 16/17

REPORT AUTHOR	Melanie Dei Rossi
POST	Assistant Director – Programme Management Office
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Organisation	SCR
Email	Mark.lynam@sheffieldcityregion.org.uk
Telephone	0113 220 3445

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:

STEP 2016/17 Underspend Reconciliation - 24th April 2017

Request to vary 2016-17
/ defer into 2017-18

DMBC	Scheme Title	2015/16	2016/17	2017/18	Total Allocation (Years 1-3)
DS01	Herten Way 2 Way Scheme	£196,285.07	£335,773.00	£0.00	£532,058.07
	V2 Updated projected profile	£196,285.07	£352,694.08	£0.00	£548,979.15
	V3 updated projected profile	£196,285.07	£347,106.63	£0.00	£543,391.70
	Revised Variation	£0.00	£11,333.63	£0.00	£11,333.63
DS02	Doncaster Greenways Extension - Woodfield Greenway	£0.00	£100,000.00	£0.00	£100,000.00
	Updated projected profile	£0.00	£110,607.17	£0.00	£110,607.17
	Variation	£0.00	£10,607.17	£0.00	£10,607.17
DS03	Current - Trans Pennine Trail Enhancements (Doncaster)	£133,590.65	£240,000.00	£190,000.00	£563,590.65
	Updated projected profile	£133,590.65	£218,264.87	£190,000.00	£541,855.52
	Variation	£0.00	£-21,735.13	£0.00	£-21,735.13
DS04	Doncaster Town Centre Cycle Enhancements	£220,123.37	£453,306.00	£954,170.91	£1,627,600.28
	V2 Updated projected profile	£220,123.37	£426,636.05	£975,047.74	£1,621,807.16
	V3 Updated projected profile	£220,123.37	£451,229.47	£956,041.77	£1,627,394.61
	Variation	£0.00	£-2,076.53	£1,870.86	£-205.67
Totals	Current Profile	£549,999.09	£1,129,079.00	£1,144,170.91	£2,823,249.00
	Updated Profile	£549,999.09	£1,108,202.17	£1,165,047.74	£2,823,249.00
	Variation	£0.00	£-1,870.86	£1,870.86	£0.00

RMBC	Scheme Title	2015/16	2016/17	2017/18	Total Allocation (Years 1-3)
RS02	Current - Cycle Routes Lower Don Valley (Rotherham)	£8,000.00	£100,000.00	£350,000.00	£458,000.00
	Updated projected profile	£8,000.00	£30,676.00	£419,324.00	£458,000.00
	Variation	£0.00	£-69,324.00	£69,324.00	£0.00
RS03a	Current - Rotherham Town Centre Cycle & Pedestrian Access	£842,000.00	£500,000.00	£1,007,624.00	£2,349,624.00
	Updated projected profile	£842,000.00	£435,382.00	£1,072,242.00	£2,349,624.00
	Variation	£0.00	£-64,618.00	£64,618.00	£0.00
Totals	Current Profile	£850,000.00	£600,000.00	£1,357,624.00	£2,807,624.00
	Updated Profile	£850,000.00	£466,058.00	£1,491,566.00	£2,807,624.00
	Variation	£0.00	£-133,942.00	£133,942.00	£0.00

SCC	Scheme Title	2015/16	2016/17	2017/18	Total Allocation (Years 1-3)
SS01	Current - Greenhill Parkway / Greenhill Avenue	£73,620.86	£40,000.01	£270,968.10	£384,588.97
	V2 Updated projected profile	£73,620.86	£42,000.00	£185,000.00	£300,620.86
	v3 Updated projected profile	£73,620.86	£42,919.50	£184,080.50	£300,620.86
	Variation	£0.00	£2,919.49	£-86,887.60	£-83,968.11
SS03	Current - Lower Don Valley Cycle Route	£78,398.43	£250,000.00	£633,006.23	£961,404.66
	V2 Updated projected profile	£78,398.43	£105,000.00	£778,000.00	£961,398.43
	v3 Updated projected profile	£78,398.43	£96,889.94	£786,110.06	£961,398.43
	Variation	£0.00	£-153,110.06	£153,103.83	£-6.23
SS04	Current - Upper Don Valley Cycle Route	£345,192.93	£365,000.00	£1,175,866.23	£1,886,059.16
	V2 Updated projected profile	£345,192.93	£376,000.00	£1,068,886.70	£1,790,079.63
	v3 Updated projected profile	£345,192.93	£389,231.53	£1,055,655.17	£1,790,079.63
	Variation	£0.00	£24,231.53	£-120,211.06	£-95,979.53
SS06	Current - Sheffield City Centre Cycle Routes	£0.00	£50,000.00	£710,046.22	£760,046.22
	V2 Updated projected profile	£0.00	£22,000.00	£918,000.00	£940,000.00
	v3 Updated projected profile	£0.00	£14,171.89	£925,828.11	£940,000.00
	Variation	£0.00	£-35,828.11	£215,781.89	£179,953.78
SS07	Current - Blackburn Valley Cycle Route	£82,295.09	£337,704.91	£87,295.00	£507,295.00
	V2 Updated projected profile	£82,295.09	£51,000.00	£374,000.00	£507,295.09
	v3 Updated projected profile	£82,295.09	£57,334.47	£367,665.53	£507,295.09
	Variation	£0.00	£-280,370.44	£280,370.53	£0.09
Totals	Current Profile	£579,507.31	£1,042,704.92	£2,877,181.78	£4,499,394.01
	Updated Profile	£579,507.31	£596,000.00	£3,323,886.70	£4,499,394.01
	Variation	£0.00	£-442,157.59	£442,157.59	£0.00

Total Risk Position	£0.00	£-577,970.45	£577,970.45	£0.00
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