

SOUTH YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

05 SEPTEMBER 2013

PRESENT: Councillor M Jameson (Chair)
Councillors: L Bramall, I Auckland, J Dunn, B Johnson, A Jones,
D Leech, D Nevett, T Rippon and G Smith

H Brier, M McCarthy, S Pick and C Tyler (South Yorkshire Joint
Secretariat)

T Belshaw, P Devine, J Hurley, B Still and D Young (South Yorkshire
Passenger Transport Executive)

A Kemp (South Yorkshire LTP Partnership)

J Bann (Sheffield CC), P Bray (Barnsley MBC), T Finnegan-Smith
(Rotherham MBC) and S King (Doncaster MBC)

Apologies for absence were received from Councillors:
R Russell

1 **APOLOGIES.**

Noted as above

2 **ANNOUNCEMENTS.**

T Belshaw informed Members that following the discussion at the last ITA meeting in respect of contributions from out of town retailers to the funding of tendered services servicing such locations, letters seeking comment were duly dispatched. The matter was also reported in the local press. It was noted that retailers' initial responses have been somewhat cool; however engagements in respect of this initiative will continue.

It was reported that photovoltaic panels are being fitted to the roof of the Sheffield Interchange. It is expected that once operational, these will save c. £4k p.a. in electricity costs. Members were also informed of the installation of 2000 LED lights in bus stops which is helping to address the PTE's electricity bill.

It was reported that 2 related marketing campaigns are to be launched. A LSTF funded project will target car drivers and encourage modal shift to buses in key LSTF corridors. A similar project will be undertaken under the auspices of the Sheffield Bus Partnership.

3 **URGENT ITEMS.**

None

4 **ITEMS TO BE CONSIDERED IN THE ABSENCE OF THE PUBLIC AND PRESS.**

RESOLVED:

1. That 'Item 19 - Direct Award Franchises for Northern and Trans Pennine Express' be considered in the absence of the public and press.

5 DECLARATIONS OF INTEREST BY INDIVIDUAL MEMBERS IN RELATION TO ANY ITEM OF BUSINESS ON THE AGENDA.

None

6 REPORTS FROM AND QUESTIONS BY MEMBERS.

Cllr Jones questioned the number of lights apparently not operative at Doncaster Interchange during a recent visit. D Young agreed to get the site management team to arrange a site visit with Cllr Jones to discuss matters and view the interchange's energy management systems.

Cllr Nevett reported concerns from residents in Barnby Dun regarding bus route changes which, it is suggested, have disenfranchised half the village and now misses out a number of elderly residents' homes. D Young noted that PTE officers visited the parish council to discuss matters and agreed that the changes were unfortunate. Work continues with operators to address such issues.

Cllr Bramall reported concerns from residents in the Stradbroke area of the city regarding bus service disruptions caused by AMEY engineering works and the lack of available information regarding temporary route changes. D Young noted that dialogue between the PTE, Sheffield CC and AMEY is ongoing and efforts to improve communications channels continue.

Resolved:

1. That D Young will arrange for a Doncaster Interchange site visit for Cllr Jones

7 MINUTES OF THE AUTHORITY MEETING HELD ON 1 AUGUST 2013

On behalf of his constituents, Cllr Rippon thanked the officers from the PTE for securing the running of the 252 service for a further 14 months.

Resolved:

1. That the minutes of the meeting of the Authority held on 01 August be agreed to be an accurate record.

8 PRESENTATION: PAUL LYNCH, STAGECOACH - IDLING/REDUCING VEHICLE EMISSIONS

P Lynch, Managing Director of Stagecoach Yorkshire, delivered a presentation to Members on environmental initiatives being introduced by Stagecoach.

Information was provided in respect of a number of initiatives including 'eco-driver' which provides live, RAG-rated feedback on 100 separate aspects of vehicle and driver performance, driver training, usage of fuel additives, investment in new vehicles and other initiatives.

Regarding idling, it was noted that drivers are instructed to switch engines off after 2 minutes, however, this is complicated by a number of factors, such as drivers not

knowing how long a vehicle might be idling for and the requisite for the engine to be running for climate control systems e.g. heating and air conditioning to operate efficiently.

Responding to questions from members, P Lynch provided further points of clarification.

Regarding complaints about idling, it was noted that none have been received directly by Stagecoach for some time. Evidence of any issues which may be subsequently investigated using the eco-driver technology was requested.

It was noted that the eco-driver technology is fitted to all Stagecoach vehicles.

It was suggested that the retrofitting of stop/start technology to all vehicles would be very expensive. Environmental targets are therefore better addressed through driver education.

It was agreed that drivers should turn off their engines at timing points where it can be ascertained that a wait is required to meet the timetable.

It was suggested that the Sheffield Bus Partnership arrangements have helped to drive forward the environmental agenda and raise fleet standards. It was also suggested that actions to address idling could be included in the Partnership agreement.

Regarding suggestions that newer, cleaner engines are actually less fuel efficient it was suggested that this is open to interpretation due to the varying levels of different pollutants produced.

Members thanked P Lynch for his presentation.

9 RESPONSE TO CONSULTATION ON THE DRAFT DETERMINATION OF NETWORK RAIL'S OUTPUTS AND FUNDING FOR 2014-19

A report was received seeking approval from the Authority for a draft response to the consultation on the Draft Determination of Network Rail's outputs and funding for 2014-19, published by the Office for Rail Regulation (ORR).

It was noted that the key messages contained in the response are:

- Electrification of the Midland Mainline to Sheffield and the remodelling of track and signals at both Sheffield and Doncaster stations should be complete by March 2019;
- Sufficient funding must be allocated to Network Rail to deliver the entire Northern Hub package, including full delivery of the Government's specification for Manchester – Sheffield route;
- The ORR and Network Rail must provide visibility of industry costs at the appropriate level to inform the decision-making processes of devolved franchises;

- A clear recognition from Network Rail of the opportunities presented for significant journey time savings along the whole Nottingham – Sheffield – Barnsley – Leeds route would be welcome;
- The Final Determination should recognise the importance of addressing reactionary delays at Swinton Junction and dualling Holmes Chord in delivering capacity and performance improvements on the Sheffield – Doncaster corridor.

Resolved:

1. That the ITA approves the draft consultation response (attached the report as Appendix A).

10 LTP CAPITAL PROGRAMME - 2013/14 FIRST QUARTER UPDATE

A report was presented to update members on progress relating to the delivery of the 2013/14 LTP Capital Programme, up to the end of the first quarter period (June 2013).

It was noted that the delivery status of 16 of the c. 80 LTP funded schemes is currently RAG-rated as 'red'. Issues pertaining to these schemes continue to be monitored with scheme lead officers. Members were reminded that the findings of the formal mid-term delivery review into the reasons causing delivery issues will be presented to the October meeting of the Authority.

Considering some of the schemes in more detail, it was clarified that scheme 19-21 (schemes for SAF process) pertains to the undertaking of preparatory works for SAF schemes. It was noted that progress has been made since the drafting of the report. Regarding FARRRS, it was noted that a contractor has been appointed. Matched funding requirements have also been agreed with developers and work will start on site in October with a summer 2015 planned completion date.

Members were reminded that schemes continue to be devised and delivered against a backdrop of significantly reduced delivery resources.

Resolved – That the ITA Members:

1. Note spend / delivery RAG assessments, as set out in Appendix A, particularly in respect of those projects identified in the report as 'RED'.
2. Approve the latest programme allocation changes for the 2013/14 LTP Capital Programme, as detailed in Appendix B.

11 LSTF PROGRAMME - 2013/14 FIRST QUARTER DELIVERY

A report was presented to update members on progress relating to delivery of the 2013/14 South Yorkshire LSTF Programmes, up to the end of the first quarter period (June 2013).

Regarding the Key Component, it was reported that overall good progress continues to be made on schemes and no projects are currently identified as at serious risk to predicted delivery. There are concerns, however, that no spend / claims were submitted by Partners in respect of any project within the Key Component programme during the period between April and June 2013.

It was noted that as previously reported many schemes within the LSTF 'Large Project' programme have suffered from delays. Whilst Partners are reporting that progress is now being made, a number of activity strands are still assessed as having 'RED' rated risks to delivery and a total of 27 individual projects are rated 'RED', this represents half of the initiatives within the LSTF 'Large Project' programme.

Members were again reminded that the reasons for delivery and spend delay will be investigated via the mid-term review.

Resolved – That the ITA Members:

1. Approve the latest LSTF allocation / spend profiles and RAG assessments as set out in Appendix A (Key Component) and Appendix B (Large Project) of the report.

12 PROPOSAL TO ESTABLISH A COMBINED AUTHORITY FOR THE AREAS OF BARNSELEY, DONCASTER, ROTHERHAM AND SHEFFIELD

A report was presented to advise Members that the South Yorkshire Integrated Transport Authority, as a statutory consultee, is invited to comment on the proposal to establish a Combined Authority for the areas of Barnsley, Doncaster, Rotherham and Sheffield.

Noting the 07 October 2013 deadline for submission of comments to DCLG, it was agreed to present a draft response to the consultation to the next meeting of the Authority (03 October), providing Members with an additional opportunity to comment on the proposed draft prior to its submission.

It was noted that the DCLG is seeking comments of the following particular matters:

- On whether the ITA consider that establishing the proposed combined authority would be likely to improve the provision of transport in the area and its effectiveness and efficiency, the provision of economic development and regeneration in the area, and the economic conditions in the area;
- On how establishing such an authority may impact on the identities and interests of local communities and on securing effective and convenient local government;
- On the proposed constitutional arrangements (including the formal name of the combined authority) and functions for a combined authority as set out in the Annex to the consultation paper;
- On how such an authority and the local enterprise partnership can work in a seamless manner to ensure the private sector is 'hardwired' into the leadership and decision making for the functional economic area.

It was noted that DCLG have made some substantial changes to the matters laid out in the proposed scheme, including reference to a South Yorkshire Combined Authority rather than a Sheffield City Region Combined Authority.

Members discussed the proposed composition of the Combined Authority, noting the legal requirement to ensure the South Yorkshire districts maintain a representative majority.

It was suggested that the challenge at hand is to highlight where the consultation document doesn't reflect the spirit of the arrangements requested via the submitted scheme.

It was suggested that further briefing sessions for Members may be convened if required.

It was suggested that the consultation document contains a number of discrepancies and lacks clarity in certain parts.

Resolved:

1. That each districts' respective Members and officers consider the consultation and provide provisional comments to B Still and M McCarthy
2. That M McCarthy and B Still present Members with a draft ITA response to the consultation at the October meeting of the Authority for further comment and endorsement.

13 COUNTYWIDE BUS HOTSPOTS PROGRAMME 2013/14

As requested at the previous meeting of the ITA, a report was presented summarising progress in respect of each district's annual Bus Hotspot Programme.

Resolved:

1. That the contents of the report be noted

14 SIX MONTHLY CONCESSIONS UPDATE - SUMMER 2013

A report was presented to provide the ITA with an overview of the South Yorkshire Travel Concession Schemes as of February 2013.

Information was provided in respect of the various concessions schemes.

Resolved:

1. That the contents of the report be noted.

15 TRAVELMASTER PROGRESS REPORT

A report was presented to inform Members of progress being made with the various TravelMaster products.

It was noted that with effect from 8 September 2013, TravelMaster will be changing the countywide day ticket range to better meet customers' needs. This includes a number of price reductions.

It was confirmed that revenue received in respect of TravelMaster products is shared by the operating partners with allocations based on a complicated, survey data based formula. Smart ticketing is likely to refine these apportionments.

An explanation was provided regarding why a commuter might choose a TravelMaster style ticket or a ticket for a single fare.

D Young confirmed that the TravelMaster board is continually challenged by the PTE to reduce and harmonise fares between districts.

Resolved:

1. That the contents of the report be noted.

16 REVENUE BUDGET MONITORING REPORT FOR 4 MONTHS ENDING 31 JULY 2013

A report was received to inform the ITA of PTE revenue budgets and actuals for the 4 months ending 31 July 2013.

It was noted that actual expenditure is £27.459m for the 4 months against a budget of £27.945m resulting in a £488k favourable variance. The budget is ahead of plan and the efficiencies/saving identified as part of this year's Business Plan are being delivered on time and within budget.

RESOLVED:

1. That the contents of the report be noted.

17 SHEFFIELD BUS PARTNERSHIP - 9 MONTH PERFORMANCE REPORT

A report was received, the purpose of which was to brief the ITA on how the Sheffield Bus Partnership is performing over the first three quarters since the launch on the 28 October 2012.

It was noted that the next report will be the annual report on the first year of operation.

It was suggested that the figures are 'pleasing'.

It was noted that the findings of the recent consultation exercise will be made public very soon.

Resolved:

1. That the contents of the report be noted.

18 OPERATOR FLEET INVESTMENT AND AIR QUALITY

A report was received summarising the impact of bus emissions on air quality. The report also provided information regarding the actions SYPTE and partners are undertaking to reduce emissions from buses.

It was noted that the South Yorkshire bid to the Clean Bus Technology Fund had not been successful. However, it was agreed that a letter from the Chair should be sent to note partners' disappointment and to re-emphasise and explain the merits of the bid.

Resolved:

1. That the contents of the report and the actions being taken to address emissions be noted.

2. That a letter be sent to DfT, by the Chair, as noted above.

19 DIRECT AWARD FRANCHISES FOR NORTHERN AND TRANSPENNINE EXPRESS

A report was received to brief the ITA on the process being run by the DfT to put in place a Northern Rail Direct Award Franchise Agreement for the period from April 2014 to February 2016.

Resolved:

1. That the ITA notes the process for securing Directly Awarded franchises for Northern Rail and Transpennine Express services

CHAIR