

SOUTH YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

03 OCTOBER 2013

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

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

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

A Kemp (South Yorkshire LTP Partnership)

J Bann (Sheffield CC), P Bray (Barnsley MBC), T Finnegan-Smith
(Rotherham MBC), N Firth (Doncaster MBC), R Barber (South Yorkshire
Police), P Shillito (South Yorkshire Fire and Rescue) and K Wheat (Safer
Roads Partnership)

Apologies for absence were received from Councillors:
R Miller

1 **APOLOGIES.**

Noted as above.

2 **ANNOUNCEMENTS.**

T Belshaw informed Members of the findings of the latest passenger satisfaction survey. It was reported that passenger satisfaction with public transport in South Yorkshire has seen a 7% increase in satisfaction (to 63%) across all modes over the past year. Satisfaction with frequency has gone up 5% to 64% and those able to get a seat when they get on a bus has risen 6% to 83%. Passengers have also reported they are much happier with the electronic travel tools and information at bus stops and interchanges and indicators experiencing decreases in satisfaction have only been slight.

It was noted that the findings of the Sheffield Bus Partnership satisfaction survey report similar improvements in satisfaction and reliability for bus services in the city.

Members were informed that searchable online maps and tutorial video clips have been placed on the TravelSouthYorkshire website.

D Young reported that further to the confirmation provided to the last meeting regarding the unsuccessful Clean Bus Technology Fund bid and subsequent letter sent by the Chair expressing our disappointment; DfT have announced that a grant has been awarded to Stagecoach to fund the retrofitting of 5 buses to enable them to run on compressed natural gas (CNG) and refuelling facilities. Compared to diesel vehicles, these will be quieter and produce 85% less carbon and other pollutants.

T Finnegan-Smith informed Members of developments in respect of cycling which have developed as a consequence of the Partners not being in a position to bid to the recent Cycle Cities Ambition Fund. It was noted that the recruitment of a cycling and active travel co-ordinator is currently underway. This post will provide a focus for developing and implementing all cycling related initiatives including Tour de France related schemes.

Cllr Bramall reported that SCC is also undertaking a 6 month scrutiny of all cycling policy. It was noted as essential that the new co-ordinator engage with this and other districts' cycling activity.

3 URGENT ITEMS.

None

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

RESOLVED:

1. That Item number 18 'Efficiency Activities and Budget Setting Process 2014/15' 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 Auckland requested feedback regarding where the service change ideas had come from and why few service changes have apparently been introduced following the recent Sheffield Bus Partnership consultation exercise. D Young noted that some changes were proposed by the public and officers but, upon consultation, community views were often conflicting, therefore after further consideration, it was agreed to keep many routes as they currently are.

Cllr Jones noted that a complaint had been submitted regarding the 21a service in Doncaster, however, it was suggested that the response was inadequate. D Young reported that the issue was a bus breakdown and Cllr Jones' comments were noted. Work to improve communications continues.

Cllr Dunn requested confirmation that the 123 service in Sheffield is being replaced by the 121 service. It was confirmed that the new service will run from the end of October and that the lead petitioner should have been informed.

7 MINUTES OF THE AUTHORITY MEETING HELD ON 5 SEPTEMBER 2013

RESOLVED:

1. That the minutes of the Authority meeting held on 5 September 2013 be agreed to be a correct record

8 SAFER ROADS PARTNERSHIP ANNUAL REPORT AND SAFETY CAMERA ACTIVITY

Members were provided with a report and presentation on the Safer Roads Partnership's (SRP) Annual Report, covering collision and casualty reduction activity for the calendar year 2012. The report also sought approval to the principles of a Memorandum of Understanding (MoU) between the SYITA, South Yorkshire Police and the local authorities to continue to fund and operate safety cameras across the sub-region

The presentation provided an overview of the SRP, aims and objectives, resources and current funding streams and achievements and performance to date.

Cllr Nevett commented on the recent, successful BikeSafe event and suggested similar events should be convened for other mode users. R Barber confirmed this would be considered.

Cllr Jones suggested that the successful reduction in the number of accidents represents a financial saving to the NHS and a funding contribution from this sector was therefore appropriate. K Wheat noted that the health sector is represented on the Safer Roads Partnership and engagement is being made with the new Health and Wellbeing Boards. A financial contribution to the work of the SRP has been discussed but may not be forthcoming due to the Health and Wellbeing Board focus on mandatory indicators. Cllr Jones urged Members who sit on the Health and Wellbeing Boards to promote the provision of a financial contribution. Cllr Russell suggested Members should be mindful of the Health and Wellbeing Boards' competing pressures and limited resources.

Regarding the decommissioning of safety cameras, it was noted that a continual review of sites is undertaken. Where a site is decommissioned, alternate means of safety management are introduced.

Regarding the MoU, it was agreed that the reference to 'The SYITA (or the successor authority)' should be changed to 'The SYITA (or other appropriate body)'

RESOLVED, that Members:

- a) Note the SRP's Annual Report for 2012 and acknowledge the good progress being made towards the objectives set out in the 'Making South Yorkshire Roads Safer' strategy contained within the Sheffield City Region Transport Strategy;
- b) Endorse the principles and obligations set out in the draft MoU for the operation of safety cameras in South Yorkshire, **noting the above agreed amendment**
- c) Support the local highway authorities continuing to contribute towards the costs of safety camera operations in 2014/15 as set out in the report.

9 ARRANGEMENTS UNDER SECTION 41 OF THE LOCAL GOVERNMENT ACT 1985

A report was presented requesting consideration of the appointment of a District Council Spokesperson under Section 41 of the Local Government Act 1985.

RESOLVED:

- a) That Cllr David Leech be appointed Section 41 Spokesperson of Barnsley MBC to answer questions at meetings of the council on the discharge of the functions of this Authority
- b) That Cllr Roy Miller be appointed substitute Spokesperson of Barnsley MBC to answer questions at meetings of the council on the discharge of the functions of this Authority

10 COMBINED AUTHORITY - ITA RESPONSE TO CONSULTATION

Members were presented with the proposed response to the consultation.

It was confirmed that the response reiterates the ITA's support for the creation of a Combined Authority, agrees with the proposed membership of successor bodies and notes 'surprised and disappointed' to be presented with consultation on a 'South Yorkshire authority' as the proposal was to establish a Combined Authority for the 'Sheffield City Region'.

RESOLVED:

- a) That the response be agreed and submitted to DCLG

11 RESPONSE TO THE CONSULTATION ON THE LONG TERM RAIL STRATEGY

A report was presented seeking the Authority's approval on a draft response to the consultation on the Long Term Rail Strategy (LTRS).

It was suggested that if devolution does not proceed, the work undertaken to date to develop the strategy will inform future negotiations with the Government and Network Rail.

RESOLVED:

- a) That the ITA approves the draft consultation response.

12 HSR MEADOWHALL/VICTORIA STUDY OUTPUTS

A report was presented to update Members on the station option output study undertaken by consultants, Fore Consulting on behalf of Sheffield City Council.

Consideration was given to what the ITA view should be on the preferred HS2 station location for Sheffield City Region to assist to the SCR Leaders Board with informing their decision.

RESOLVED:

- a) That the ITA supports high speed rail and wants a well-served station stop in South Yorkshire.
- b) Regarding station location, the ITA supports a Meadowhall location and wants to see a full consultation response to Government for Meadowhall that maximises connectivity and benefits to South Yorkshire and the City Region.
- c) The ITA supports Sheffield City Council leading private engagement with HS2 to see if a viable option for Victoria can be agreed. SCC would cover any costs of this and involve other partners as required with a view to bringing a future paper back to ITA as appropriate.

13 LTP MID-TERM REVIEW (ITB AND LSTF)

A report was presented to inform Members of the initial findings from the Mid-Term Review exercise undertaken on the LTP Capital Programme and Local Sustainable Travel Fund (LSTF), programmes and to request endorsement of / feedback on suggested recommendations.

Members were reminded that the review represents an attempt to address any underspend and under delivery in the interests of maximising delivery and spend over the remaining 18 months of the current delivery period.

It was noted that following a detailed assessment of each scheme, undertaking in negotiation with the lead officer, each schemes has been ascribed 1 of 4 classifications, those being:

- A. All funding for the project should be withdrawn.
- B. Funding towards the project should be reduced / 'scaled back'.
- C. The project should be placed into 'Special Measures' (requiring more detailed programme management scrutiny and / or changes to management of the project).
- D. The project should be allowed to continue in line with existing funding / delivery profiles, with Programme Management continuing

Details of which schemes have been assigned to which category, and what amounts of funding are proposed for reallocation were provided.

It was noted that a list of reserve schemes capable of being delivered in the current delivery period + a list of 'big' schemes capable of soaking up any underspend have been devised.

It was further suggested that spend will be easier to maximise if the notional equitable splits can be relaxed. It was confirmed that equitable information will continue to be collated and the situation closely. It was suggested that any equitable imbalances introduced in the current plan period to maximise spend might need to be redressed during the next plan period. The ITA requested that they are kept apprised of how equitable shares are being affected by the relaxation.

Assurances were provided that the FARRRS scheme is fully committed and works will start on site imminently.

It was noted that an allocation has been taken off the Low Carbon Vehicle project to better reflect its revised spend profile, however, this project is on the brink of a major breakthrough and a request for additional funding will be made at some stage. It was reiterated that a revocation of funding does not preclude a scheme for bidding for additional funding should its delivery outlook improve.

Members and officers reiterated the opinion that no funding should be put at risk of return to DfT.

Considering reasons for under delivery, it was suggested that we have been victims of our own success having attracted considerable capital investment via various initiatives over the last few years against a backdrop of austerity and significantly reduced resources to deliver. It was suggested that the point needs to be made to Government that these 2 processes are incompatible.

It was noted that no LSTF schemes have been had any funding removed due to outputs having been agreed with DfT. Underspend will be mitigated by overprogramming to address schemes which fail to deliver.

It was noted that DfT has issued a call for further schemes which may be fundable from LSTF (27 October deadline for responses). It was agreed that a response should be made which states that in principle, additional LSTF funding will be welcome but no specific scheme details can be provided by this particular deadline. Schemes will be presented for consideration in January.

RESOLVED, that the ITA:

- a) Notes the contents of the report.
- b) Endorse the recommended categories and suggested actions in respect of each project in the LTP Capital Programme and LSTF Programmes
- c) Agrees that the previous requirement to achieve "equitable share" of the LTP (Integrated Transport Block) Capital Programme amongst Partners is relaxed, subject to the comments made above.

14 SALE OF LAND AT BIRLEY LANE, SHEFFIELD

A report was received informing the Authority of an offer received to purchase approximately 0.76 acres (0.3 Ha) of freehold land owned by SYPTE in southeast Sheffield and to seek approval to accept the offer and sell the Land to the South Yorkshire Fire and Rescue Service.

RESOLVED, that the ITA:

- a) Approves the granting of an option to purchase and the subsequent sale of 0.76 acres of freehold land at Birley Lane Sheffield to the South Yorkshire Fire and Rescue Service (SYF&R) for the sum of £66,940.50;
- b) Approves the affixing of the SYPTE Common Seal to the Option to Purchase and the Sale Contract and Transfer.

15 PUBLIC TRANSPORT SUPPORT TO THE GROWTH PLAN AND FUTURE PUBLIC TRANSPORT INTERVENTIONS

A report was presented to update Members on work undertaken to date concerning how transport can support the Strategic Economic Plan (SEP) by means of devising a list of major future public transport schemes; and to set out the challenges to be met in meeting this ambition.

It was noted that the SEP is in an early stage of development, consequently the list of transport schemes will be developed in parallel.

It was noted that consultants have been appointed to lead on this work and will be reporting back in December. However, it was noted that a request has been made by the Strategic Leadership Group officers to expand the study to also consider non-public transport future major schemes. The options and costs for this additional work are being assessed and an update will be reported to the next meeting of the Authority.

RESOLVED, that the ITA:

- a) Notes the links between the existing SCR Transport Strategy and the Strategic Economic Plan.
- b) Notes the work underway and timescales for identifying future public transport schemes.
- c) Notes the Strategic Leadership Group request that the future public transport work is expanded to consider all types of transport schemes.

16 RAIL DEVOLUTION - ISSUES FOR SOUTH YORKSHIRE

A paper was presented inviting discussion on the opportunities and risks that devolution of the Northern and Transpennine Express rail franchises to the North of England offers to South Yorkshire and to seek the ITA's renewed support for Rail Devolution as the best option for securing better rail services in South Yorkshire.

It was noted that the importance of a redeveloped Holmes Chord to future connectivity ambitions needs to be emphasised in all submissions.

Regarding electrification, it was confirmed that whilst this remains a longer term ambition, there is a more immediate requirement to update existing diesel rolling stock.

Regarding the propensity for a rail station at RHADS, it was noted that a planning obligation 'trigger' to install a station once a certain patronage threshold is met is in place. This is currently some way off but the development of FARRRS and other local residential development will make this more of a reality.

It was requested that representatives from Peel Holdings be invited to a future meeting of the Authority to discuss rail (and other) access.

RESOLVED, that the ITA:

- a) Notes the recent progress made on Rail Devolution
- b) Notes the implications and risks that Rail Devolution offers South Yorkshire
- c) Invites representatives from Peel Holdings to attend a future meeting of the Authority

17 ITA REVENUE BUDGET MONITORING REPORT FOR 4 MONTHS ENDING 31 JULY 2013

A report was received to update Members in respect of the ITA 2013/14 Actual Revenue expenditure reports as at 31 July 2013 compared to budget.

Members were reminded that the ITA's own expenditure is a relatively small part of the total budget with the largest element being a grant to the PTE. It is important that the ITA budget is managed and monitored separately from the PTE budget. Within the overall setting of the budget, levy and grant, it is important to ensure that the ITA itself remains in financial balance and retains sufficient reserve cover to meet identified budgetary risks.

It was noted that the estimated interest receivable for 2013/14 is lower than expected at the setting of the ITA budget due to announcement by the Bank of England and HM Treasury to extend the Funding for Lending scheme with UK banks for a further year through to the end of January 2015.

Updates were provided in respect of Icelandic Banks' deposits.

Members were reminded that all assets and liabilities of the ITA will transfer to the Combined Authority as of 1st April. Investments maturing in March 2014 will assist the short term cash flow of the Combined Authority in its infancy. It was noted that significant work is being undertaken with the district treasurers to ensure an appropriate treasury management strategy is in place when the combined authority goes live.

RESOLVED, that the ITA:

- a) Notes the ITA Revenue Budget monitoring report as at 31 July 2013.

18 EFFICIENCY ACTIVITIES AND BUDGET SETTING PROCESS 2014/15

A report was presented outlining SYPTE's efficiency process for setting the 2013/14 budget and medium term financial plan, with a view to delivering the fourth consecutive levy reduction.

RESOLVED, that the ITA:

- a) Endorses the approach to the Efficiency activities underway
- b) Communicates support for this approach to the relevant finance and transportation members within Members' respective organisations

- c) Notes that an ITA Member Working Group has been convened to help debate and shape the ITA/PTE Budget for 2014/15.

CHAIR