

SOUTH YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

06 FEBRUARY 2014

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

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

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

A Kemp (South Yorkshire LTP Partnership)

J Bann (Sheffield CC), T Finnegan-Smith (Rotherham MBC) and N Firth (Doncaster MBC)

For item 9: Phil Verster and Spencer Gibbens (Network Rail)

For item 10: Ken Wheat (SYLTP Partnership) and Adrian Moran (SY Police)

1 **APOLOGIES.**

No Apologies.

The Chair welcomed Phil Verster and Spencer Gibbens (Network Rail), Ken Wheat (SY LTP Partnership), Superintendent Adrian Moran (SY Police) and members of the public to the meeting.

2 **ANNOUNCEMENTS.**

T Belshaw informed Members of the introduction of a new information service for bus passengers. 'Your Stop' will provide stop-specific information, accessed by scanning a QR code with a smartphone or tablet. This facility has been developed in house by SYPTE and is the first time the technology has been available in the UK.

13 Park and Ride sites have now been awarded Park Mark status, including the new site at Elsecar. Park Mark is a joint Police and British Parking Association initiative which ensures measures are in place to create a safer environment for drivers and vehicles.

It was reported that Rotherham Central Station has been shortlisted in the Rail Business Awards. The results will be known later this month.

D Young informed Members of rainfall related rail track slippage on the Midland Main Line at Unstone, north of Chesterfield. This is currently being mitigated by means of a reduced speed limit; however, any further slippage may lead to the temporary closure of the track. Members will be kept informed of any developments. P Verster (in attendance from Network Rail) further informed Members that the increased rainfall and location of some excess material had led to a land slip in the locale. An active

programme of remediation is in place and SYPTTE will be informed of all actions. Everything is being done to avoid closing the line but contingency plans are in place if required.

B Still informed Members that a paper on the Northern Rail franchise will be brought before the March ITA meeting requesting some decisions be taken. A briefing session with Members was requested. It was suggested that this may be convened towards the end of February or immediately prior to the March ITA.

RESOLVED:

1. That B Still will canvass Members' availabilities for the Northern Rail Franchise briefing session.

3 URGENT ITEMS.

No items noted.

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

No items noted.

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

No declarations presented.

6 REPORTS FROM AND QUESTIONS BY MEMBERS.

Cllr Leech raised a matter on behalf of residents of Kendray, Barnsley who have asked whether an existing bus service may be diverted along Farm Road to serve elderly residents. D Young reported that following the lobbying of the service provider Stagecoach it has unfortunately been concluded that this will not be possible due to the interaction with other services. It was noted that the PTE do not have the direct power to direct the operator to change the route.

7 MINUTES OF THE AUTHORITY MEETING HELD ON 9 JANUARY 2014

Members were presented with the minutes of the previous meeting.

J Hurley informed Members that the HS2 consultation response was submitted as per the amendment requests received at the previous meeting.

RESOLVED:

1. That the minutes of the previous meeting held on 09 January be agreed to be an accurate record.

8 MINUTES OF THE AUDIT COMMITTEE HELD ON 9 JANUARY 2014

RESOLVED:

1. That the minutes of the Audit Committee held on 09 January be noted.

9 PRESENTATION BY NETWORK RAIL ON MML ELECTRIFICATION/FUTURE PLANS

Colleagues from network Rail were in attendance to provide Members with information regarding the planned electrification of the Midland Main Line.

The supporting presentation covered the context of continued rail growth and the benefits of electrification, the timetable for delivery spanning control periods (CP) 5 and 6, the various infrastructure and logistic challenges to be addressed i.e. difficult structures and minimising service disruption and other supporting works being planned.

Consideration was given to whether the electrification of the line to Sheffield belongs in CP 5 or 6, with conflicting previous reports and announcements cited. Network Rail indicated that their project plan has always had electrification to Sheffield scheduled for the start of CP6 (2020) although they are scoping the logistic and financial challenge of how this may be accelerated to CP5 (2019) and will report their findings in July. Assurances were provided that in recognition of Network Rail's delivery track record, a proposed 2020 delivery date would be adhered to and wouldn't slip towards the end of CP6 (to 2024).

It was noted that an important factor still to be determined is what rolling stock will be introduced and whether this will be cascaded from other lines or what franchise specifications will be conditioned.

Members reiterated their desire to see both East Coast Main Line and Midland Main Line improvements.

It was noted that an interest will be taken regarding the mechanisms to be put in place to deliver the project and to potentially bring the timetable forward, whether work can be undertaken in a number of places at the same time. It was suggested that this multi-site approach will be taken in the interests of minimising service disruption and severance.

Additional points of note commented on plans to electrify the Leicester bypass, dualling between Kettering and Corby and the ability to run both electric and diesel trains on the same line where required.

The Chair thanks colleagues from Network rail for their attendance.

10 M1 IMPROVEMENTS (MM-ALR) JUNCTION 28 TO 35A

A report was presented to provide members with information on the current Highways Agency consultation on the proposal to introduce a 60mph speed limit on the M1 between J28 and J35A, between 7.00am and 7.00pm, including how this relates to the current position on the 'Smart Motorway' Managed Motorway All Lane Running (MM-ALR) proposals for the M1 as they affect South Yorkshire and the Sheffield City Region. Members were also presented with the draft response.

Members were provided with the background to the MM-ALR initiative and how it has evolved, and how during mid-December 2013 the completion of an environmental assessment of the current scheme suggested that permanent hard shoulder running worsened air quality and noise pollution, leading to the 60mph proposals and consultation.

Members were advised of the key points of the proposed consultation response. It was noted that these have been developed in partnership with other LTP thematic groups e.g. the Air Quality and Climate Change Group.

It was suggested that this may be the first time the HA have consulted on reducing a motorway speed limit on a motorway on environmental grounds.

It was noted that Doncaster MBC are not a statutory consultee but have a vested interests in the MM-ALR scheme as any incidents may seriously impact on the A1/M18 due to the transfer of traffic. It was agreed that this should be referenced in the response.

Questions were raised regarding how the 60mph proposals accord with the government's 'journey time - per second saved' economic growth indicators.

Members suggested the continual amendments to the proposed scheme are tantamount to policy on the hoof and all proposals require fundamental reconsideration.

RESOLVED - that the ITA:

1. Notes the current position regarding the M1 motorway proposals;
2. Agrees to submit a holding objection to the Highways Agency (HA) regarding the proposed 60mph speed limit on the M1 between J28 and J35A pending clarification and resolution of the outstanding issues, particularly those affecting the environment, the potential impact on the local economy and our aspirations for growth.
3. Agrees to re-iterate the views expressed by the Safer Roads Partnership (SRP) in that the SYITA wishes to work with the HA to better understand the risks and uncertainties as outlined in the report in order to find a solution that meets the economic needs of the sub-region within the environmental constraints.
4. Agrees that due to the deadline for responses, formal response to the 60mph consultation are to be circulated to the District/City Council's 'Section 41' Members for further comment and endorsement with the final response being signed and submitted by the Chair of SYITA.
5. Agrees to K Wheat and N Firth devising some additional wording to reference Doncaster MBC's position.
6. Invites the HA to attend a future meeting to explain all current proposals via a letter from the Chair.

11 ITA LEVY AND PTE GRANT 2014/15

Reports of the Clerk and Treasurer and the SYPTE Interim Head of Financial Services were presented requesting that Members set the levy on the District Councils for 2014/15 and approve an outline 4 year budget for SYPTE.

The report of the Clerk and Treasurer also set out the statutory financial duties of both the ITA and SYPTE, the procedure to be followed in setting the 2014/15 levy and grant and a risk assessment for the current ITA reserves.

It was reiterated that the decision on the levy and the grant to SYPTE remains the responsibility of the ITA until 31 March 2014. Responsibility for the proceeds generated by the levy will then transfer to the new Combined Authority and be administered by Sheffield CC.

It was further noted that a more detailed report on the separate capital grant award will be presented to the March meeting of the Authority.

Information was presented to explain the 2014/15 budget options under consideration and to note the reductions required to achieve agreed efficiency savings.

Members were duly invited to consider whether to endorse the concessionary fare savings as discussed at previous meetings (option 1) or request the PTE consider other means of balancing the 2014/15 budget and therefore retain current concessionary travel provisions within South Yorkshire with the shortfall of £234k to be found from a further review of bus services (option 2).

It was clarified that the concessionary fare saving proposals (option 1) would bring South Yorkshire more in line with the English National Concessionary Travel Scheme (ENCTS) standard, and most of England, and result in:

- The cessation of FreeBee bus services in Rotherham and Sheffield and the express 638 bus service in Doncaster
- The OAP and disabled persons concessionary travel scheme being scaled back so that weekday free travel is available from 9.30am to 11pm (and at all times at weekends and Bank Holidays)
- The withdrawal of rail travel from the scheme.
- A cut in grants to community transport operators, although operators will be able to offset this by raising fares by 50p.
- The freezing of child fares for 2014/15.

The Chair invited Mr Alan Thorpe to address the Authority on behalf of the county's visually impaired public transport service users. Mr Thorpe raised the following points:

- The proposed service cuts would affect the dignity of visually impaired service users and cause embarrassment, creating issues with having to take tickets before 9.30 and dealing with loose change.
- Service users would be disinclined to travel early and use markets and other facilities before busy periods.
- Most stations are unmanned, making the purchase of tickets for pre-9.30 very difficult.

N Firth noted that the Mayor of Doncaster does not support the removal of all concessionary train travel and would prefer to see only the cross boundary rail travel cut. It was also suggested that the proposed subsidy cuts unfairly target the young, elderly and disabled. There are also not always alternate trips that can be made by bus and transference of trips to car undermines modal shift ambitions. It is however recognised that alternate solutions to find equivalent savings just 'transfer the pain'.

The following points for consideration were offered by D Young:

- This is a difficult decision, forced on the ITA by central government cuts.
- Much is being done to understand and mitigate the difficulties for each form of impediment that the changes would present, such as additional impairment-specific logos on passes to engender awareness and assistance.
- Market intelligence suggests only 12% of free travel passes are used before 9.30am, and most travel is after 9.00am with the assumption being that pass holders have chosen to avoid the busier peak commuter periods.
- The only alternates to concession reduction are the removal of funding for some tendered services. This may isolate all service users without discrimination and create gaps in the network or the temporary use of reserves.
- The limited alterations to concessionary travel present a balanced view, recognising the needs of all service users.
- The provision of concessionary trips post 11.00pm would not cost much but this time period accounts for very few trips.

Members expressed sympathy for both sides of the argument and acknowledged the difficulty that the required decision presents. Criticism was made of the scale of the government's cuts to social budgets, particularly in the North. It was also recognised that not taking the cuts would impact elsewhere in the budget.

Members also suggested that the public transport operators need to take up some of the slack e.g. to consider the low marginal cost to them of accepting concessionary passes before 9.30am, the continuation of FreeBee services, new child ticket products or helping to fund travel centres, the provision of which is beneficial to operators.

Consideration was given to whether an addendum to the options should be tabled requesting a more detailed quantification of the size of SYPTE budgetary reductions in future years. It was agreed not to proceed with the addendum following the receipt of assurances from officers that assessment work on the identification of where further cuts can be made is already taking place and such findings will be used to determine future 'balanced budgets'.

Members voted on the 2 options pertaining to the provision of concessionary enhancements as follows:

- Option 1 - 7 votes
- Option 2 - 5 votes

Therefore, Option 1 was carried.

It was noted that district Members have the discretion to fund and introduce their own concessionary enhancements through the ITA / PTE, as per the Barnsley MiCard.

Cllr Russell commented on the size of the font used in the supporting spreadsheets asserting it to be too small and requesting future reports are more legible.

The Chair thanks the members of the public for their attendance and contribution to the debate.

RESOLVED, that the ITA:

1. Endorses the concessionary fare savings as discussed at previous meetings and as detailed in the report (Option 1).
2. Approves the Grant requested by SYPTTE for 2014/15 of up to £78,679,000; a Levy on the District Councils for 2014/15 of £75,982,000 and a further release from the PFI Reserve in the sum of £1.5m.
3. Approves the detailed 4 year budget to 2017/18, subject to variation arising from the further work outlined in paragraph 3.3 of the report of the SYPTTE Interim Head of Financial Services.

12 UPDATED ANNUAL INVESTMENT STRATEGY 2013/14

Members were presented with the updated Treasury Management Strategy for 2013/14, for approval by the Authority in accordance with the CIPFA Treasury Management Code of Practice.

It was noted that the estimated total investments for ITA, which is the investment of the surplus grant on behalf of the PTE as at 31 March 2014 will be c£147m, of which £86.8m are investments that mature after 31 March 2014. In addition, the ITA share of the Joint Secretariat "Pool" account cash of c£42m will also be paid over to Sheffield CC on 1 April 2014.

Members were informed that due to the impending transfer to Sheffield CC, SYJS officers are now starting to have difficulty placing investments, other than overnight in the Money Market Funds of Aviva and Goldman Sachs, and will run out of investment space later on this month. In addition, funds can't be lodged with the SYJS bankers, the Co-operative Bank due to the bank not meeting the appropriate credit criteria. Therefore it is proposed to increase the limits for ITA investments on behalf of the PTE only in the 2013/14 Strategy:

- UK Part Nationalised Banks (Lloyds Banking Group and RBS Banking Group) individual limits from £25m to £30m and each banking group limit from £30m to £35m in order to accommodate an additional £5m in Call Accounts only of both banks; and
- To increase the limit for the Aviva UK Government Sterling money market fund and the Goldman Sachs UK Government Sterling money market funds from £15m to £30m, for each fund, for the period up to 31 March 2014.

RESOLVED - That the ITA:

1. Approve the 2013/14 Updated Treasury Management and Annual Investment Strategy set out in Appendix A in Section 10.14 of the report.

13 LTP CAPITAL PROGRAMME 2013/14 THIRD 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 third quarter (to December 2013).

It was reported that 15 LTP schemes currently have a 'red' status assigned i.e. serious risks to predicted delivery. This is a reduction from 18 of the schemes ascribed a red status at the end of the 2nd quarter.

Regarding claims, it was noted that by the end of the third quarter period, Partners were reporting that spend claims totalled £12,795,474, which equates to 43% of the overall funding available. This is a slightly higher level compared to the spend claim totals reported at this stage last year.

The year -end LTP delivery report is scheduled to be reported to Members in June / July.

RESOLVED - That the ITA:

1. Notes the current spend / delivery RAG assessments, as set out in Appendix A, particularly in respect of those projects identified in the report as 'red'.
2. Approves the latest programme allocation changes for the 2013/14 LTP Capital Programme, as detailed in Appendix B.
3. Agrees to the suggestions set out in relation to the following individual projects:
 - i. 14-03: Vehicles and Fuels (Low Carbon Vehicles) - That the remaining £61,662 be returned.
 - ii. 18-03: Countywide Road Safety – Behavioural change / Education resource - That a review deadline of 31 March 2014, is set and if the planning application and full costs have not been achieved, then the funding of £145,386 be returned.

14 LSTF PROGRAMME 2013/14 THIRD QUARTER UPDATE

A report was received to update Members on progress relating to delivery of the 2013/14 South Yorkshire LSTF Programmes, up to the end of the third quarter (to 31 December 2013).

Regarding the Key Component Programme, it was noted that overall good progress continues to be made on scheme delivery. No projects are currently identified as at serious risk of non-delivery and, therefore, none are rated as 'red'. A total of £1,394,289 is currently allocated to schemes (including carry overs from 2012/13) and of this, £686,722 was reported as spent / claimed by the end of the third quarter.

Of the 56 'LSTF large projects', 14 are current rated 'red'. A total of £16,189,739 is currently allocated to schemes (including carry overs from 2012/13) and of this, £5,302,146 was reported as spent / claimed by the end of the third quarter period of 2013/14, representing circa 33% of the allocation for the year. This represents a slight improvement on the previous quarter period, but still leaves a substantial level of LSTF that is currently projected to be spent during the current programme year.

In addition to the updates presented in the report, it was noted that the Plugged in Places contracts (MA07, MB07, MC09 and MD06) have now been signed and claims will be expected in due course. Invoices in respect of Network Rail related schemes are also expected.

RESOLVED - That the ITA:

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

15 2014/15 CAPITAL PROGRAMME

A report was presented seeking approval of SYPTE's proposed programme of works for 2014/15, including capital works which will make up the proposed Capital Programme and related projects which are part of mixed revenue / capital funding sources which are being managed by the same teams.

It was noted that the PTE's Standing Orders require that the Capital Programme be approved by the ITA before the start of the financial year.

It was noted that where possible, old bus shelters are reused or components recycled.

RESOLVED - That the ITA:

1. Approves the proposal for the 2014/15 Capital Programme as shown in Appendix A of the report.
2. Endorses the proposals for non-capital items included in the overall work programme as shown in Appendix A of the report.

16 DRAFT NATIONAL POLICY STATEMENT FOR THE NATIONAL ROAD AND RAIL NETWORKS: SYPTE/ITA CONSULTATION RESPONSE

A report was provided presenting information regarding the Draft National Policy Statement for the National Road and Rail Networks (NN NPS) consultation and introducing the proposed response.

It was noted that subject to agreement, the response is to be strengthened in some areas, those being:

- To note the importance of Midland Main Line electrification and the desire to see this delivered in Control Period 5.
- To note that the effect on local networks by national network planning and construction needs to be mitigated.

It was also agreed that reference should be made to support for proposals for trans-Pennine works and the enhancement of the A628 between Barnsley and the M67, for example by dualling.

It was suggested that reference should be included in either this response, or future representations, to the original plans for major investment at Doncaster Rail Station

which appear to have been removed from the CP5 programme and to lobby for their reinstatement in CP5 or CP6.

It was noted that the consultation closes on 26 February 2014.

RESOLVED - That the ITA:

1. Approves the response to the Government's consultation on the draft National Policy Statement for the National Road and Rail Networks (NN NPS), subject to the above amendments.
2. Will receive a further paper on the matter raised in the response.

17 NETWORK RAIL DRAFT DELIVERY PLAN FOR CONTROL PERIOD 5 - CONSULTATION RESPONSE

A report was presented to inform Members of the publication by Network Rail of a Draft Delivery Plan for 2014-19, for consultation, and of the response submitted by SYPTE.

It was noted that due to a tight deadline, the response has already been submitted. This was based on matters already agreed at previous ITA meetings i.e. electrification of the Midland Main Line and dualling of Holmes Chord. The PTE will continue to take issues forward with Network Rail.

It was suggested that the references to Holmes Chord were still not strong enough and the response and didn't capture the crucial nature of the link to address wider capacity issues.

It was confirmed that the CP5 works do not include electrification of the full Nottingham - Leeds line via Barnsley.

It was noted that the funding figures quoted for CP5 have been reduced, thus lessening the likelihood of CP6 works being brought forward. It was therefore suggested that the lobbying for works to be definitely included in CP6 delivery, supported by prior preparatory works, should be maintained.

It was noted as not known as to whether the Jumble Lane level crossing in Barnsley is included in the 70 Level Crossings Risk Reduction Sites programme.

It was requested that if a supplementary submission is to be made to the consultation, reference should be made to potential upgrades to Sheffield Station and the increasing of the capacity of the main pedestrian bridge (supported by Sheffield CC and East Midland Trains).

RESOLVED - That the ITA:

1. Notes that Network Rail published its Draft Delivery Plan on 18 December 2013 with a consultation deadline of 31 January 2014 and that this timeframe did not make it possible to seek ITA approval;
2. Notes that the consultation response submitted was approved by SYPTE's Executive Board, as set out in Appendix A to this paper.

3. Will receive clarification regarding the potential inclusion of Jumble Lane in the Level Crossings Risk Reduction Sites programme from J Hurley.

18 TICKETING AND AFFORDABLE PUBLIC TRANSPORT - TRAVEL CONCESSIONS SCHEME AMENDMENTS

A report was presented seeking the Authority's approval to the amended Travel Concession Scheme to change the travel entitlements of elderly and disabled people and children and to update the Authority on the progress of negotiating voluntary concessionary re-imbusement agreements with operators.

It was noted that the report essentially provides the technical information relating to agenda item 11.

RESOLVED - That the ITA:

1. Approves the changes to the ITA's Transport Act 1985 Travel Concession Scheme detailed in paragraphs 3.1 - 3.4, 3.11 and Appendix A of the report.
2. Notes the position in terms of reaching agreement with operators on voluntary concessionary re-imbusement agreements, and endorses the approach proposed.
3. Approves payments being made to TravelMaster in support of multi-operator child travel products and that the Authority delegate (in accordance with its power in s99 Local Transport Act 2008 (well-being power) the function of making such payments.

19 SHEFFIELD CITY REGION COMBINED AUTHORITY TRANSPORT COMMITTEE: GOVERNANCE AND LOGISTIC ARRANGEMENTS

A report was received advising Members of the emerging governance and logistic arrangements for the Sheffield City Region Combined Authority Transport Committee (the Transport Committee)

Members were reminded of the report submitted to the Sheffield City Region Leaders Group on 16 July 2013 and presented to the ITA on 01 August 2013 which invited discussion regarding whether the SCR Combined Authority should create and then delegate all or part of its powers to a transport committee, and if so how might the remit, terms of reference and membership of this new committee be agreed. Members were also asked to note that in line with the proposals set out in the Governance Review and Scheme document, the Leaders proposed the instauration of a transport committee with this new body replacing the existing South Yorkshire Integrated Transport Authority (ITA).

It was noted that further work has been undertaken to refine the proposed governance and logistic arrangements for the Transport Committee. Once affirmed, these propositions will be worked into recommendations, included in a suggested formal Transport Committee Terms of Reference and presented to the Combined Authority for endorsement.

Noting the cessation of Member Allowances, it was requested that the current total amount be calculated and evidenced as an example of an additional saving.

RESOLVED - That the ITA:

1. Notes the contents of the report and appendices;
2. Provides comment on the proposed arrangements, ahead of their submission for endorsement to the first formal meeting of the SCR Combined Authority

20 REVIEW OF PTE INTERIM MANAGEMENT ARRANGEMENTS

A report was presented to update the Authority on the interim management arrangements in place at South Yorkshire Passenger Transport Executive following the resignation of the previous Director General and the work taking place in establishing a Combined Authority for the Sheffield City Region.

It was noted that in parallel with this, a review of the Passenger Transport Executive, commissioned by the South Yorkshire local authority Chief Executives, will be presenting a series of recommendations to the Authority for its consideration.

RESOLVED - That the ITA:

1. Notes the contents of the report;
2. Awaits confirmation of the outcome of the review of the PTE commissioned by the Local Authority Chief Executives at the end of February 2014

21 ITA TRANSPORT STRATEGY PROGRESS REPORT FEBRUARY 2014

A report was received to update the ITA on current progress with the Transport Strategy.

RESOLVED - That the ITA:

1. Notes the progress made to date and the outlook for the Sheffield City Region (SCR) Transport Strategy.

22 PROJECTS - CAPITAL PROGRAMME 3RD QUARTER PROGRESS REPORT

A report was received to update Members on progress over the third quarter of 2013/14 (October to December) and on changes required to the ITA budget.

RESOLVED - That the ITA:

1. Notes the contents of this report;
2. Endorses the budget changes in sections 3.3

CHAIR