Strategy and Resources

Transport Review

Introduction

- Leader and S&R Committee requested a review of transport schemes across the city (12 October 2022)

- TRC Policy Committee hold responsibility for refreshing the existing Transport Strategy adopted by the Council in 2019

- Illustrate how transport schemes align with each other, and the wider city strategy

- Provide political cover and oversight for the schemes and expenditure across our strategic transport programme

- Reflect on lessons learnt through scheme implementation in 2020-22

- Opportunity to update our existing policy position and reflect on the emerging new Council cross-party priorities

Background and Why

- Addressing Sheffield's **environmental** challenges;

- Improving **local neighbourhoods** by reducing car dominance, a key takeaway from the Local Area Committees and consultation responses;

- Enabling a **growing population** aligned to the Local Plan;

- Reducing **inequality** by improving travel options for those without access to a private motor car; and,

- Enabling a strong and inclusive **economic recovery**.

- A significant benefit to **health** and **wellbeing**, either directly through road safety intervention, or indirectly through healthier travel choice

- **Successful cities have, and continue, to invest in innovative transport solutions; public transport, active travel and place making.**

Strategic Alignment
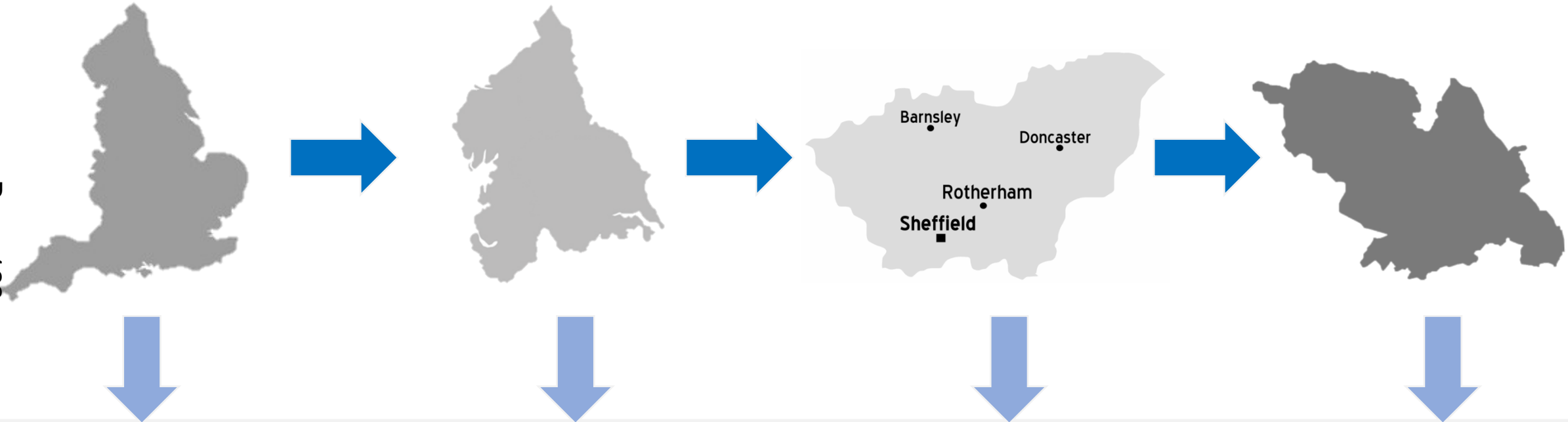
Department for Transport
Transport Investment Plan
National Bus Strategy
Gear Change
Various funding streams

Transport for North
Strategic Transport Plan
Northern Powerhouse Rail

South Yorkshire MCA
SCR Transport Strategy
Bus Service Improvement Plan
SCR Economic Plan

Sheffield City Council
SCC Transport Strategy (2018)
SCC Local and Corporate Plan
Economic, Leisure, Housing, Health Strategies

Policy and Funding – what we can, and what we __cant__

Core Cities Leading Transformation

- **Birmingham** – All vehicle CAZ, LTNs, Systematic roll out of Bus Improvements

- **Bristol** – All vehicle CAZ, huge investment in Active Travel

- **Leeds** – implemented bus corridors and active travel, including city centre redesign. New train stations.

- **Liverpool** – Electric Vehicle Charging Points and e-Scooter trial

- **Manchester** – Bee Network, Expanded Metro, Bus Franchising

- **Newcastle** – CAZ Cat C, City Centre redesign, LTNs and Bus Corridors

- **Nottingham** – Workplace Parking Levy, Tram Network, Active Travel and Bus Corridors

CORE CITIES UK_

Arguing the Case for Cities for 25 Years

Our Strategy

Local

- Improved and integrated mass transit
- Future of Supertram
- Inner Ring Road

Regional and National

- Rail connections to the region and Cities
- Sheffield Station and HS2
- Major Road Network

Safety and Sustainability

- Walking and Cycling transformation
- Air quality and congestion management

Improve health, access to services, education, jobs/skills and regeneration

The Strategy in summary

A city that's easier to get around

- Faster, better integrated and simpler bus services
- Securing the future of Supertram and supporting its expansion
- New mass transit routes and services creating more public transport capacity for a growing city
- An inner ring road that has more capacity and is easier to cross into the city centre

A better connected Sheffield

- Faster, longer and more frequent train services to other cities and to the rest of the city region
- A transformed Sheffield Station bringing High Speed rail services into the heart of city
- Improved major road network, keeping Sheffield connected to motorways, airports, and other cities

A safer and more sustainable Sheffield

- Sustainable safety, safe walking and cycling as standard
- Improved air quality and working to manage congestion
- Improving poor health and poor access to jobs and services

Current Issues and Pressures

- Bus Services – reduction, quality of service, information, strikes, value

- Tram – reduction, renewal, regional buy in

- Train – local and intercity connections are poor

- Cycle – policy position to do more and faster

- Walking – unsafe roads, walking to school

- Car – speeding, parking, incidents, capacity

- Electric Vehicles – charging network, financial implications

- Public conflict, Road Safety, Integration, Information and Innovation –wraps around everything

Scale of the Change

ARUP Pathway Report

- Increase active travel +267%

- Uptake of electric vehicles

- Consolidate Freight

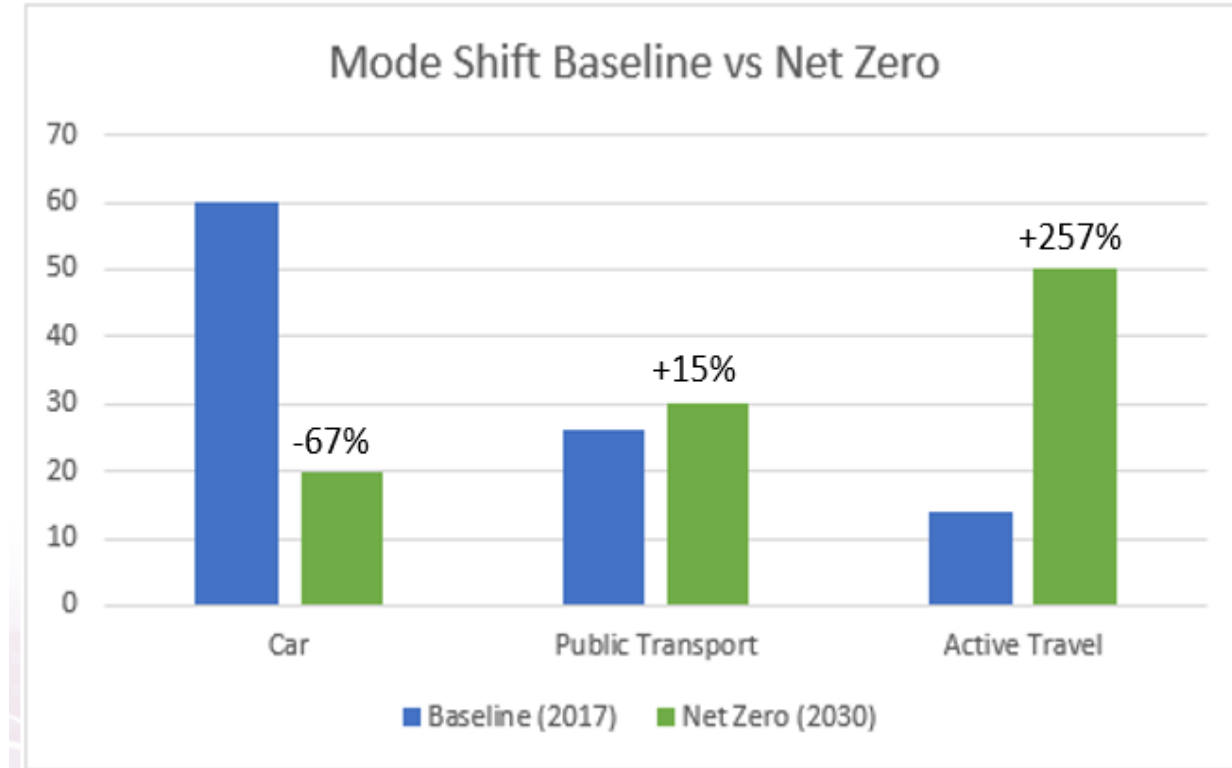- Increase public transport +15%

- Reduce Car Use -67%

The 10 Point Plan

- Decarbonising transport (traveling less, increasing the use of public and active travel and zero emission vehicles)

Road Safety

- Sheffield has a worse record than nearly all the other metropolitan areas, worst of all Core Cities

Mode Shift Baseline vs Net Zero

Transport investment will deliver...

- **Jobs** – Supertram and Bus Rapid Transit

- **Health** – Active Travel Routes

- **Local District Centres and Placemaking** – Mini Holland Darnall

- **Climate Change** – Electric Vehicles ambition and material use

- **Investment and Regeneration** – Castlegate and Grey to Green

- **Housing Delivery** – Shalesmoor and City Centre Changes

..and we have the funding to accelerate this

What is Going On

| Funding Source	Owner	Status	Approx. Cost
Active Travel Fund 2, 3 and 4	SCC	Delivery	£6,000,000
Transforming Cities Fund	SCC	Delivery	£50,000,000
LUF - Attercliffe	SCC	Delivery	£2,000,000
Local Transport Plan	SCC	Delivery	£20,000,000
Road Safety Fund	SCC	Delivery	£2,000,000
Major Road Network - Shalesmoor	SCC	Outline	£22,000,000
Local Large Major - Innovation Corridor	SCC	Outline	£170,000,000
City Region Sustainable Transport Settlement	SCC	Outline	£80,000,000
			£352,000,000
Supertram Renewal	SYMCA	Outline	£400,000,000
SYMCA Bus Programme	SYMCA	Outline	£20,000,000
RYR - Don Valley Line	SYMCA	Outline	£100,000,000
RYR - Barrow Hill	SYMCA	Outline	£100,000,000
Waverley Station	SYMCA	Outline	£8,000,000
			£628,000,000

To Note:

All Competitive Bidding

All done with limited capacity (policy, bidding, delivery)

Electric Vehicles, Section 106, Mini Holland and other revenue activity not included (school streets)

Revenue is needed for ongoing policy work and for supporting behavioural change and community engagement
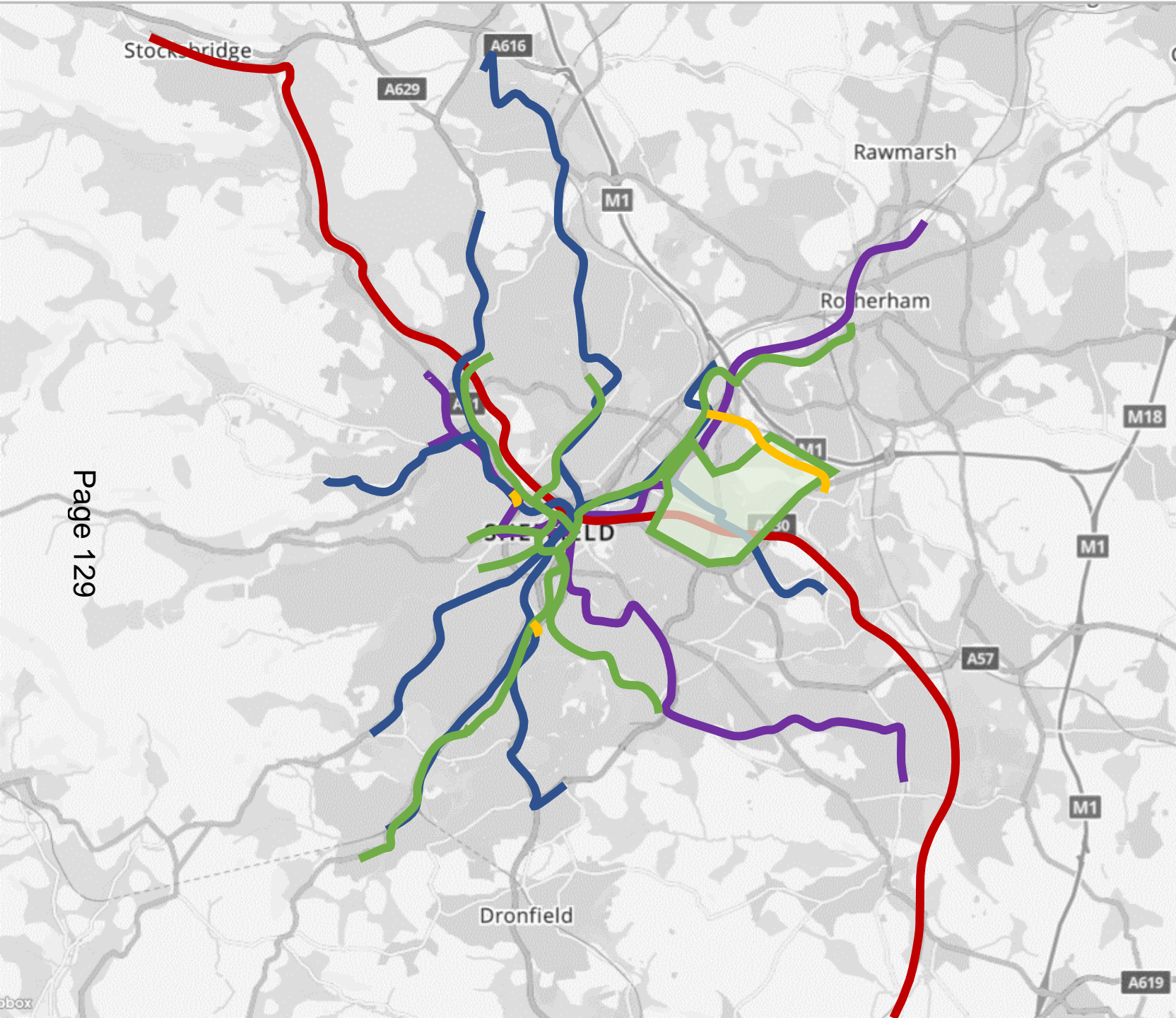
Key

Active Travel
Active Travel Fund 2, 3 and 4
Connecting Sheffield – Kelham
Connecting Sheffield – Attercliffe
Connecting Sheffield – Tinsley
Connecting Sheffield – Nether Edge
CRSTS – Northern Communities
CRSTS – City Centre
Mini Holland - Darnall

Bus
Connecting Sheffield - SW Corridors
Connecting Sheffield – Attercliffe
Connecting Sheffield – City Centre
CRSTS – A61 South
CRSTS – Northern Communities
CRSTS – A61 North

Rail
Barrow Hill Line
Upper Don Valley Line

Tram
Renewal

Network Management
Sheffield City Region Innovation Corridor
Shalesmoor Gateway
Broadfield Road

How we get there

- Behavioural change is at the centre of transformation

- Step change in our approach Engagement and Communication

- Learning for Active Neighbourhoods Implementation

  - Dedicated communication support

  - Working with Ward Members to co-design the strategy

  - Member Workshops on Transport Narratives

  - Working with LACs to process local request

- Strategy Refresh for implementation and Delivery Planning

- SYMCA Involvement including co-working/co-strategy. Officer and Politically

- A defined, clear Investment Plan

- Aligning to wider policy ambitions

Conclusion

1) Having reviewed the Sheffield Transport Strategy (2018), in line with emerging regional and national policy, the core objectives of are still relevant but this needs to be supplemented with specific delivery plans

2) The SCC Climate Declaration and ARUP Pathway Report confirmed that we will need to go quicker with transport investment and project implementation to decarbonise transport and achieve our Net Zero ambitions

3) Recent project delivery experience has made clear that we need to refine messaging and communication, and develop our engagement to have community input at an early stage of project development

4) In line with our status as a Core City, we need a strong political framework to secure the decisions needed to maximise investment and delivery

5) As the largest authority in the region, we need to take a lead in providing clear city transport priorities to inform , influence and shape the South Yorkshire wide strategy and investment pipeline

Recommendations

That S&R Committee:

- Note the initial update on the Sheffield Transport Strategy and Programme, and the success achieved in securing significant investment into Sheffield and the progress being made to deliver the City's transport objectives

Furthermore, notes that TRC PC will :

- Provide oversight to the scope of the refresh of the Sheffield Transport Strategy, and development of the associated delivery plans, ensuring that the city's commitment to Net Zero is fully reflected.

- Support officers to review the professional capacity required to support the successful development, delivery and influence of policy, programmes and initiatives to support Sheffield's ambitions

- Review the approach to communications, consultation and engagement at a programme and project level and determine the level of resources required

Thank you for listening

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