SHEFFIELD CITY REGION TRANSPORT STRATEGY

2011-2026

Evidence Base

DOCUMENT 4: CONSULTATION AND STAKEHOLDER ENGAGEMENT

SHEFFIELD
City Region

southyorkshire
local transport plan

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1. Introduction

The Evidence Base

1.1. This document forms part of the series of Evidence Base documents, which are presented here as an Annex to our Third Local Transport Plan (LTP3). This series of documents presents a substantial body of evidence we have compiled while developing the Transport Strategy, which is the first of the two parts of the new LTP3.

1.2. The evidence we have gathered is used to establish the arguments that inform the list of policies included in the Transport Strategy. The wider context for the Evidence Base is provided in Document 1: Geographic and Demographic Overview.

This Document

1.3. This document is the Consultation and Stakeholder Engagement part of the Evidence Base. It presents the feedback received from the public and from various stakeholders when developing the transport strategy, as well as the methodology for collating this feedback. The main strategy document, which this document is appended to, is the outcome of the processes summarised here.

1.4. Chapter 2 describes our approach for the public consultation and stakeholder engagement. Chapter 3 describes the initial stakeholder consultation, prior to the completion of the first full draft of the strategy. Chapter 4 describes the full consultation undertaken once a full draft of the strategy has been completed. Chapter 5 summarises main findings.

2. Methodology

Introduction

2.1.   This chapter describes over overall consultation process and lists the main types of stakeholders who contributed to this process.

2.2.   The consultation process started in the summer of 2009. Formal or informal engagement with a wide range of stakeholders across the Sheffield City Region (SCR) took place continuously till early 2011. Consultation with the general public took place over a three-month period, from July to October 2011, during which a draft version of the transport strategy was available for the public to view and comment on.

2.3.   Note that we do not describe here the consultation on the implementation plan, which forms the second part of our LTP3. This will be described separately at a later stage.

Scope

2.4.   All components of the transport strategy were open for commentary, including the overall vision, the four goals, the discussion of challenges, the list policies, the modelling and forecasting work that informed some of the policies, and any other element of the strategy documents.

2.5.   We see the overall consultation process as split in two main stages. The **initial consultation** was the stage in which ideas, concerns, opinions and aspirations were discussed with stakeholder while gradually summarising all these into the first draft of the strategy. Once the first draft of the full strategy was completed, **consultation on the draft strategy** commenced, inviting feedback from both stakeholders and the general public.

2.6.   The stakeholders consulted include all the following:

- District councils across SCR and in neighbouring counties. In the South Yorkshire districts, consultation included district leaders, chief executive officers, council cabinets, scrutiny panels and Local Strategic Partnerships.

- Other district officers who specialise in transport planning were part of the Strategy Steering Group and the Local Transport Plan Partnership Group, who have met regularly throughout the strategy development process and were involved in the detailed strategy drafting work.

- Regional partners (e.g. Yorkshire Forward).

- The Department for Transport.

- The Highways Agency.

- Bus, rail and tram operators.

- Public transport user groups.

- Political parties.

- Representatives of the health sector.

- Chambers of Commerce and the business sector.

- Representatives of the freight sector.

- Groups and organisations promoting environmental agendas.

- Public transport user groups.

- Groups and organisations representing cyclists, motorcyclists and pedestrians.

- Groups and organisations representing the voluntary and community sector.

- Groups promoting safety issues.

- Representatives of the taxi and private hire industry.

- The education sector.

- Developers and representatives of the housing sector.

Forms of Consultation

2.7. To ensure that a broad range of views and different geographical parts of SCR are taken on board when developing the strategy, several different media were used to receive feedback.

2.8. As part of the initial consultation we held a series of **meetings and workshops**:

- A series of meetings with the business community.

- A large workshop with participants from sectors not directly related to transport, such as health, business and education, in September 2009.

- A large workshop with participants from across the transport sector, in November 2009.

- Four workshops with participants from the community and voluntary sectors, in February 2010.

- A workshop specifically designed to engage with the environmental sector, in April 2010.

- In spring 2010, groups who had been previously involved (fig 2.1) were invited to two specific workshops in May which addressed option development and emerging policies.

- Regular meetings with district leaders, chief executive officers, cabinets and scrutiny panels in all South Yorkshire districts.

- Periodic meetings with county offices in Derbyshire and Nottinghamshire.

- Regular meetings with the Sheffield City Region officers.

- Periodic meetings with Local Strategic Partnerships in all South Yorkshire districts.

- Monthly meetings of the Strategy Steering Group and the Local Transport Plan Partnership Group.

2.9. These were complemented by written communication with councillors, authorities outside SCR and government officers. **Briefing letters** were sent to all these, providing regular updates on the progress of the strategy development process and requesting their feedback.

2.10. The consultation on the draft strategy, once this was ready for publication, followed the government's guidance, as described in *HM Government Code of Practice on Consultation* (available on www.bre.berr.gov.uk). The draft strategy was published on the internet, and the general public was invited to provide comments in writing, by phone, by email or using an online questionnaire.

2.11.　The commencement of the public consultation was announced through different media:

- **Electronic media**. Links to the strategy webpage ([www.southyorks.gov.uk)](http://www.southyorks.gov.uk) were published on the websites of all SCR districts and counties, on the SCR website and so on. An announcement was made through various social networking websites, such as the Travel South Yorkshire page on Facebook. It was also mentioned in the Travel South Yorkshire electronic newsletter, which is emailed monthly to 6,000 registered recipients.

- **Local press**. The strategy and the public consultation were covered by local newspapers, by the transport trade press and by local radio stations.

- **Community access points**. We circulated 5,000 leaflets to community access points, retail and leisure outlets, inviting the public to read the strategy and provide feedback. A map of the community access points used in South Yorkshire is presented below. Copies of the draft strategy were distributed to libraries across SCR.

- **Circulation by stakeholders**. Consultation leaflets were also distributed to stakeholders on request, for them to distribute to their local contacts as they found appropriate.

2.12.　The documents presented for consultation were the draft strategy, a separate executive summary, the series of Evidence Base documents and a copy of the consultation leaflet. An online questionnaire was also provided to gather responses.

Figure 2.1 Map of Community Access Point sites

Draft Evidence Base

Consultation and Stakeholder Engagement
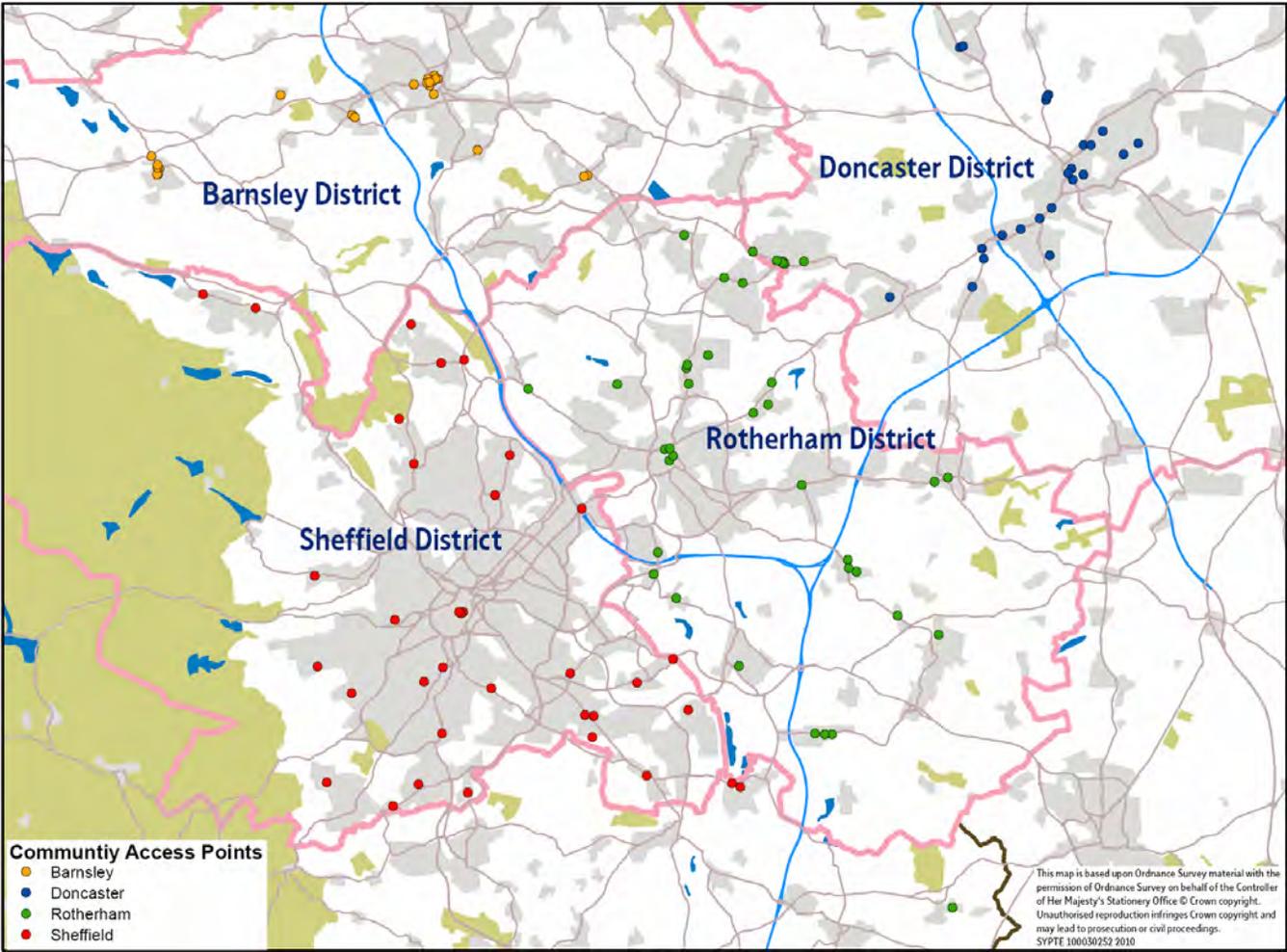
3. Initial Consultation

Introduction

3.1.   This chapter summarises the feedback received from stakeholders through the first stage of the consultation process, when the initial draft of the strategy was prepared. We highlight here important messages which were identified during this stage.

3.2.   The workshop held with representatives from different sectors had an important role to play at this stage. We therefore summarise messages from these workshops separately from the other channels of communications used, as reviewed in Chapter 2.

Summary of Workshops

3.3.   Table 3.1 summarises the comments raised in the series of stakeholder workshops. The table is split by key topics and by the sector the comment was raised by. The two rightmost columns explain what actions have been taken to address these comments in the strategy.

Table 3.1 Summary of Workshops

Source	Transport Sector workshop	Other sectors workshop	Special workshop - voluntary Sector	Special workshop - environment Sector	How this is addressed	Where in the strategy
Economy						
The Strategy must look to support the local economy in order to help stimulate business and to create and retain jobs.	✓	✓	✓		We have included a number of polices to address this key issue, primarily in the Supporting Economic Growth Chapter.	This topic is the focus of the Supporting Economic Growth chapter and relates to all of the polices included there
Need for affordable, reliable public transport service.			✓		Working in partnership with private operators, we will lobby to help keep fares affordable.	Addressed within the Social Inclusion chapter under policy P.
Environment						
Need to take advantage of opportunities for low carbon economy.	✓			✓	We have added a policy to improve vehicle efficiency, which in turn will help drive the economy. We have also identified the need for land-use planning that will reduce the need to travel and improve access to public transport	Addressed within the Reducing Emissions chapter under policy R and the Supporting Economic Growth under policy K.

|						
Reduce the negative transport contribution on the environment by reducing carbon emissions and improving air quality.	✓	✓		✓	We have revised the emissions chapter to include the broad range of topics that will contribute to a reduction in transport emissions. We have also expanded our ambitions to improve the generation of energy, where we can influence it.	Addressed within the Reducing Emissions chapter, with specific reference to air quality in policy V.
Measures used for reducing carbon emissions need specific schemes and targets to support them.				✓	The Strategy sets out a number of strategic measures but the specific schemes and targets will be developed as part of the implementation plan and annual delivery plans.	This is addressed within the Reducing Emissions chapter.
Networks						
The strategy must seek to foster the use of smarter choices and a better use of existing assets.	✓				We have introduced four cross-cutting topics, one which identifies where we will squeeze our existing assets and one which identifies where we will encourage a culture change.	The cross-cutting topics are
The climate is currently right to put light rail proposals forward.	✓				Government spending review will asses two light rail options for South Yorkshire. We have provided a business case for additional trams for our network and have requested the tram-train trial in our area.	Addressed within the supporting Economic Growth chapter under policy F.
Focus on educating the next generation on more appropriate use of the road and public transport networks to change behaviour.	✓	✓		✓	We have included a specific policy that addresses this issue in the Maximising Safety and Security section. This links to the Safer Roads and Casualty Reduction Strategy.	Addressed in the Maximising Safety and Security chapter under policy W.
Measures to be put in place to mitigate against extreme weather events affecting public transport.				✓	We have included policies to make use of emerging technology, information and maintain the roads. Operational contingency plans in conjunction with partners will alleviate issues when they arise.	Addressed within the supporting Economic Growth chapter under policies L & M.
Need to improve connectivity and access locally and nationally.	✓	✓	✓	✓	International gateways must become more accessible, improving surface access to Doncaster airport will be achieved through the FARRRS scheme. We will Work with the Highways	Addressed within the supporting Economic Growth chapter under policies A, D, E & F.

					agency to improve capacity on the road network.	
Creative solutions to make transport infrastructure more flexible.		✓		✓	This point is noted. The strategy does not provide the detail of what the transport infrastructure will look like in the future as this will be dealt with in implementation plans and detailed schemes. The strategy does provide the scope for this to happen in the Maximising Health Benefits chapter	Addressed in the Social Inclusion chapter under policies N, O & P.
Gaps in sustainable routes across urban centres.				✓	We have included a policy which focus's on a high quality cycle and walking network across urban centres and around key public transport nodes.	Addressed within the Reducing Emissions chapter under policy S.
People with mobility or access issues will choose the convenience of the car unless specific action is taken.				✓	We will Invest in accessible public transport such as low floor buses and accessible bus stops will help maximise social inclusion.	Addressed within the Social Inclusion chapter under policies N & O.
Information on cycling and walking options should be provided to encourage alternatives to car travel.			✓	✓	In order to encourage active travel, we have focused a section of the policy on training and information.	Addressed within the Reducing Emissions chapter under policy S.
Focus on addressing congestion on the road network and overcrowding on rail services.			✓		Actively lobbying for the proposed High Speed Rail network to come to South Yorkshire has demonstrated to the Government that Sheffield City Region is serious about supporting an expansion in the rail network. By focusing on improving network reliability using existing assets, we aim to reduce road congestion.	Addressed within the supporting Economic Growth chapter under policies B, E & D.
Improvements in public transport are needed, to give members of the public an incentive to change the way they travel.		✓	✓		The strategy identifies travel behaviour change and an important aspect of managing the demand travel. We feel that the level of importance given to this aspect is high so no action has been taken.	This is discussed in detail in all chapters.
Need to improve the			✓		The strategy includes specific	Mainly in the "social

use of community transport.					references to community transport as part of the mix of transport options. Ultimately the use of community transport will be increase by the actions taken through implementation plans.	inclusion" chapter.
Need to improve pedestrian and cyclist safety.			✓		All policies within the Make Transport Safe and Secure chapter help towards improving road safety for all users.	Addressed in the Make Transport Safe and Secure chapter.
Need to improve the ambience of rail stations.				✓	Noted. There is not a specific mention of this aspect of service provision in the strategy. This type of indicator will be picked up in the implementation plans and business plans that will deliver the strategy	Addressed in the Implementation plans.
The strategy must recognise the transport and travel needs of an ageing population.			✓		These policies aim to provide accessible transport to meet all social requirements.	Addressed within the Social Inclusion chapter under policies N, O & P.
Miscellaneous						
Strategy should be 'people focussed' and respond to customer needs.	✓		✓		The Maximising Health Benefits chapter concentrates on the needs of all types of customer.	Addressed in the Social Inclusion chapter under policy N, O & P.
There is a need to bring transport to the forefront in land use decision making.	✓		✓		Policy I specifically focuses on this important topic.	Addressed within the Economic chapter under Policy I.
Local authorities to have a greater role in decision making alongside operators and the PTE to support plan delivery.	✓		✓		Noted. This type of activity will be picked up in the implementation plans and business plans that will deliver the strategy.	Addressed in the Implementation plans.
Indicators need to be consistent throughout South Yorkshire and other areas.				✓	Point noted. Whilst this is not specifically mentioned in the strategy this will form part of the role of the strategy in the future. It has a more direct link to the implementation plan	Addressed in the Outcomes and Monitoring chapter.
Strategy funding opportunities need to be developed.	✓		✓	✓	Point noted. Whilst this is not specifically mentioned in the strategy this will form part of the role of the strategy in the future.	Addressed in the Implementation plans.
Need more opportunities for the public to have their say in decision making policies.			✓		Public Consultation held between 29 July – 18 October 2010, gave the public the opportunity to shape the final version of the strategy.	Addressed throughout the strategy

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Need to look further than the UK for ideas.				✓	Some of the approaches discussed in the strategy are based on international experience. For example, public-transport-oriented developments through integrated land use planning.	Addressed throughout the Economic chapter.
Need to reduce the need for travel.	✓	✓		✓	We have included a policy which addresses the need for land use policies to identify areas of development, which coincide with a reduced need for travel.	Addressed within the Economic chapter under policy I
The strategy must aim to improved customer care on the public transport network.	✓				Noted. There is not a specific mention of this aspect of service provision in the strategy. This type of indicator will be picked up in the implementation plans and business plans that will deliver the strategy	Addressed in the Implementation plans.

3.4.   To give a general sense of the weight attached by workshop participants to different topics, Figure 3.1 displays the frequencies of different topics in the workshop feedback.

Figure 3.1 Frequency of Comments Raised in Workshops by Topic
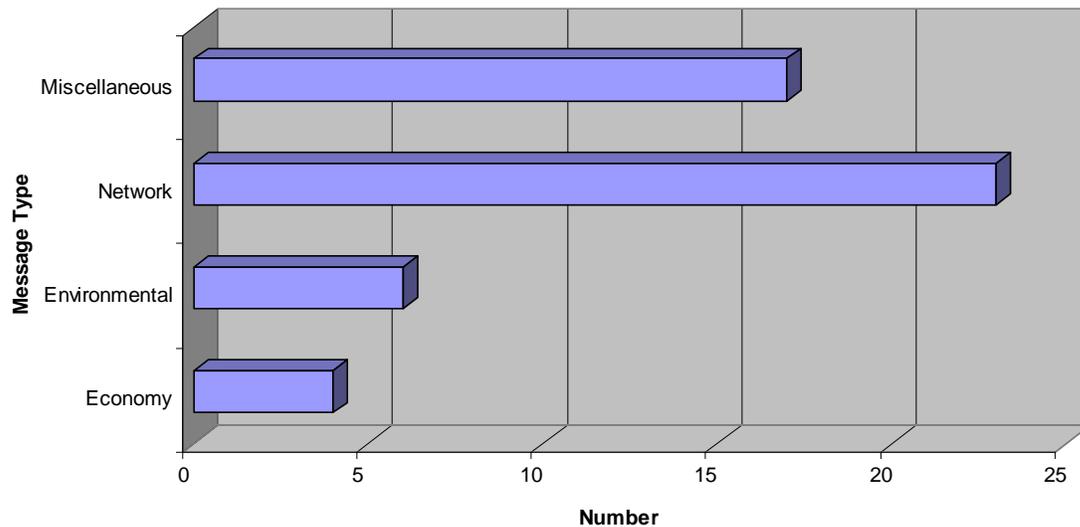
Summary of Other Comments

3.5.   Table 3.2 summarises the feedback received in the initial consultation stage by stakeholders that chose any other method of communication, including formal and informal meetings, letters, phone discussions, emails and so on. Some of the key forums in which comments were raised are shown in the different columns.

Table 3.2 Summary of Other Comments

| Source	Strategy Steering Group	Local Strategic Partnerships	Sheffield City Region Forum	Derbyshire & Nottinghamshire meetings	Other forums	How this is addressed	Where in the strategy
Economy							
We must make the best use of current infrastructure before spending on new assets.	✔					We have revised the "Reducing lost and Productive Time" section of the strategy to emphasise the point of making the most of our current assets, under the supporting Economic Growth $goal.	Addressed within the Supporting Economic Growth chapter under policies L and M
The Strategy needs to address international connectivity issues, which are critical for business growth.			✔			We have included a specific policy on this topic. We have focused on the need for surface access to RHADs to be improved. We now also identify the need for access to London.	Addressed within the supporting Economic Growth chapter under policy A
It is important to show that the car still has a role to play in unlocking economic growth.	✔					The point is noted. We have included specific information on a number of road schemes we are supporting within the strategy.	Addressed within the supporting Economic Growth chapter under policy G.
Strong evidence required on freight.	✔	✔				The point is noted. We have included a specific policy that recognises the importance of freight. Analysis on freight has been difficult to uncover.	Addressed within the supporting Economic Growth chapter under policy C.
Economic growth should be the first priority.	✔	✔		✔		Stakeholder Consultation has recognised Economic Growth as a goal. During consultation Economic Growth has been given a high priority.	Addressed throughout the strategy.

Environment							
Reducing vehicle km may be incompatible with a programme which includes targeted road schemes.	✔					This point is noted and we have looked to show that the strategy needs to be taken as a whole. There may be localised increases in vehicle km in specific locations as a result of road schemes. However, the culmination of activities across the SCR and for life of the strategy have been designed to result in reducing vehicle km overall. We aim to ensure a balance between sustainable transport and expanding the network.	Addressed within the supporting Economic Growth chapter under policy J.
The strategy needs to emphasise the importance of cycling and walking.	✔	✔		✔	✔	We have placed emphasis on walking and cycling in the strategy. Cycling and walking interventions are important to achieving our goals.	Addressed within the Reducing Emissions chapter under policy S.
Need to concentrate on schemes the reduce carbon emissions.		✔	✔		✔	We have developed the strategy to balance economic growth and carbon reduction. As a result of consultation, economic growth has been identified as a priority. However, we have ensured our obligation of reducing carbon emissions is prominent in the strategy. A focus on using electricity to fuel Public Transport and less use of fossil fuels.	Addressed within the Reducing Emissions and economic chapter under policies I and U.
Air quality improvement needs addressing.		✔			✔	The point is noted. We have a specific policy that deals with air quality. Air Quality continues to be a focus of the Transport Strategy from LTP2.	Addressed within the Reducing Emissions chapter under policy V.

Network						
Need to discuss social exclusion and rural connectivity.	✔	✔			We have addressed social inclusion and rural connectivity in the Maximising Quality of Life chapter. Rural connectivity is part of providing access for all. Social inclusions is addressed explicitly in two of our policies	Addressed with the Social Inclusion chapter under policies N, O & Q
The strategy must provide measures to mitigate against extreme weather events.				✔	We have included specific information on the resilience of the transport network in our Supporting Economic Growth chapter.	Addressed within the Economic Growth chapter under policy L.
Re-regulation of bus services should be a consideration within the strategy.		✔			We have acknowledged the potential for the introduction of Quality Contract Schemes.	Addressed with the Social Inclusion chapter under policy N.
Plans for the Robin Hood Airport should remain realistic.			✔	✔	The focus on RHADS has remained as it is important to the region and we consider that it should be prominent. We have also identified other international gateways as being important to Economic Growth.	Addressed mainly in the economic policy chapter.
Safeguards for East Coast Main Line rail services should be included in the strategy.			✔		We have not included 'safeguards' as such, but rail connectivity is identified as being important to the Sheffield City Region strategy and recognised in policies E4 and E5.	Addressed with the Economic Growth chapter under policies D & E.
The strategy needs to demonstrate the importance of network resilience.	✔			✔	We have included specific information on resilience within the supporting Economic Growth chapter. We focused on maintaining the road network to improve reliability.	Addressed within the Economic Growth chapter under policy L.
The strategy must show transport as the enabler for social, economic, education goals.		✔			The point is noted and is an important theme for the strategy. Access to jobs and education has always been an aim of the transport strategy and has not changed focus.	Addressed within the supporting Economic Growth chapter under policy K.
There should be frequent references to the East Midlands.		✔			Referenced throughout the document as it is an important location within Sheffield City Region.	This is now reflected in the Economic Growth chapter.
We must aim to Improve connectivity to other major cities - Manchester, Leeds, and London.	✔	✔		✔	Introduction of High Speed Rail in Yorkshire will help with national connectivity. Extensive lobbying has already started.	Addressed within the supporting Economic Growth chapter under policies A & E.

						Response	Addressed
New developments and land use planning need to be highlighted when encouraging sustainable travel.	✓		✓		✓	We have highlighted sustainable travel and reducing the need to travel as part of development planning.	This is addressed within the Economic chapter under policy I.
Miscellaneous							
The strategy must reflect the change to ITA from PTA.	✓					This point is noted and the introductory section will make this clear.	Addressed mainly in the introduction to the Strategy
Need to explain how public transport can help people with disabilities to access amenities.		✓				We have included two policies that deal with this need. There has been a lot of evidence gathered regarding social inclusion, and our policies reflect this work.	This topic is addressed within the Social Inclusion chapter under policies N & O.
The strategy must aim to improve driver training and behaviour.		✓				Our focus for addressing this point is on improving efficiency and reducing emissions. It has become apparent that driver training "Eco Stars" will help alleviate carbon emissions.	This is addressed within the Reducing Emissions chapter under policy R
Green spaces and their importance to the city region should be explained.		✓			✓	We have looked to balance the emphasis placed on each topic included in the chapter. Green space has had a bigger effect on LTP3 than previous LTP's. The introduction of the wider SCR area has ensured that areas such as the Peak District are identified and included in our plans to improve accessibility.	This is addressed within the Social Inclusion chapter under policy Q.
Equality of opportunity should be about improving basic housing conditions and education levels.		✓				No specific action taken. We have explained transports role in improving housing supply and education levels.	This is addressed within the Economic Growth and Social Inclusion chapters.
There should be a clear distinction between SCR and SY, and how the goals and priorities relate to these.	✓	✓	✓			This is being considered and will be updated in the final version of the strategy.	Addressed in the introduction to the strategy.
The strategy should avoid a "top-heavy" orientation with too much focus on national goals.	✓	✓				Since this comment adaptations to the strategy have been made to improve the balance.	Addressed throughout the document.

3.6.   Figure 3.2 displays the number of comments drawn from stakeholder meeting and letters.

Figure 3.2 Frequency of Other Comments by Topic

Stakeholder Messages - Meetings and Briefing Letters
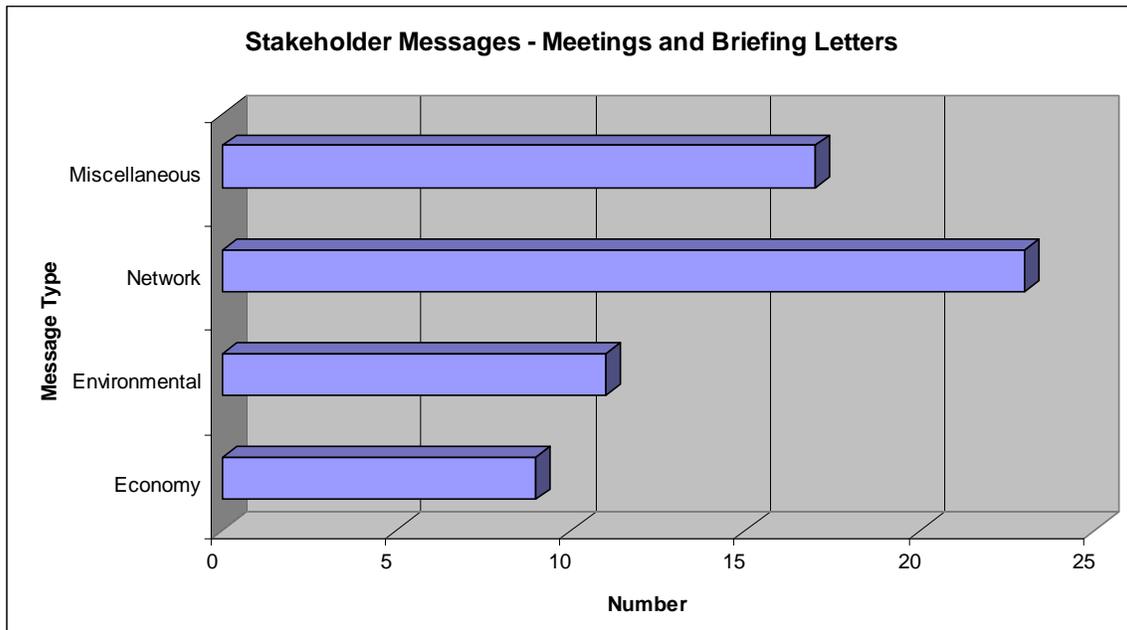
Summary of Findings

3.7. The messages from stakeholder meetings focus on the transport network being more reliable and accessible. Stakeholders believe a reliable network will give people more choice resulting in a growth in economic areas.

3.8. Stakeholders believe that the geographic make up of Sheffield City Region should be carefully explained. A distinction should also be made between regional and national connectivity.

3.9. We have shown that most of the comments received at the stakeholder meetings were generated around network improvements which would help provide access to sources which would attract economic growth to the City Region.

3.10. The key comments from the workshops focus on the need for the transport network to help increase the City Region's economy by making it easier to travel. There is also a strong environmental message within the comments, seeking future policies to reduce the need for travel. The majority of comments received at workshops concerned network improvements including smarter choices.

3.11. There is also strong consensus for aligning stakeholder strategies to each other and focussing on the customer. An additional important topic raised in the "miscellaneous" comments relates to a better link of transport to land use policy. These have all directly fed into the specification of the policies in our Transport Strategy.

4. Draft Strategy Consultation

Introduction

4.1.   This chapter details the findings of the public consultation on the Consultation Draft Sheffield City Region Transport Strategy 2011 - 2026. The Draft Strategy consultation commenced on the 29th July 2010 and ran for a period of 12 weeks.

4.2.   Analysis and the production of the following chapter were undertaken by Counter Context Ltd, who were commissioned under the terms of the company's framework contract with SYPTE.

4.3.   This chapter of the document is split between public and stakeholder response. During the 12 week public consultation period, Stakeholders for which we have previously engaged were given the chance to provide their views on the Consultation Draft Transport Strategy. Due to the different agendas for Public respondents and Stakeholders, the analysis in this chapter is split between them. Both sets of comments have then been considered concurrently when re-writing the Strategy.

Public Consultation Findings

Overview

4.4.   This section of the consultation report summarises the feedback received from members of the public through Public Consultation, and highlights important messages that have been identified during the Draft Strategy consultation.

Response rate

4.5.   A total of 115 responses were received. This includes 49 hard copy response slips from the consultation leaflet, 50 online responses from the consultation website and a further 16 responses that were received from members of the public by email, in writing or by telephone.

Analysis

4.6.   Each response has been broken down into individual comments that have then been categorised to reflect common themes. The common themes for this report are the key policies within the Transport Strategy and other miscellaneous comments. In total, 642 comments were taken from the responses provided by the 115 respondents. It is important to note that some comments relate to more than one policy and have hence been included in each category it relates to.

Table 4.1 Public comments on draft Strategy consultation *(policies rated by frequency of comments)*

|	Comments	Total number of comments
	Relating to policies	
N. To develop user-friendly public transport, covering all parts of SCR, with high quality integration between all modes.	The majority of comments referred to: Providing free rail travel for the disabled, OAPs and students; the agreement that public transport needs to be made more attractive; need for improved public transport information; the introduction of integrated ticketing; providing support/facilities for breastfeeding Providing further Park and Ride opportunities; improving bus timetables and increasing services outside of peak hours; more bus shelters; and linking bus routes to other public transport services Other comments included linking communities through bus services and increasing social mobility	148
P. To work with operators to keep fares affordable, especially for travellers in need.	Most comments referred to providing free rail travel for the disabled, OAPs and students, and to making bus and rail fares more affordable to all.	96
F. To improve connectivity between major settlements.	Frequently mentioned comments included: Welcoming improved connectivity between major cities; Improving intercity rail links, particularly between Leeds, Sheffield and London; and Making links to London an absolute priority. Respondents also made reference to other rail and road routes that they would like to see improved to enhance connectivity between towns and cities, both on a local and national scale	43
S. To encourage active travel and develop high-quality cycling and walking networks.	Comments included: Providing improved and safer pedestrian facilities; ensuring that walking and cycling is encouraged in the region; the provision of improved cycle facilities, including lockers, packing and carriers on trains, trams and buses; provision of dedicated cycle routes separated from general traffic; improved maintenance of existing cycle routes; recognising that cycling and walking are two different forms of transport; improving provision of cycle parking facilities in the city centre; increased provision and better maintenance of dedicated cycle routes; better pedestrian routes; and focus on cycling and walking. One respondent stated that they would like to see safer pedestrian access provided to rail stations.	43

D. To improve rail services, focusing on interventions that can be delivered in the short-term.	Frequently mentioned comments included: The need for an improved local train network; A better frequency of train services; Increased numbers of carriages on passenger services; and The need for 24 hour passenger services, particularly between Sheffield and Manchester. A number of comments were also made that made reference to specific locations, including the need for an extra track/platform at Dore station and a better use of the single line between Stocksbridge and Wadsley Bridge.	34
K. To develop public transport that connects people to jobs and training in both urban and rural areas.	Comments included: Linking people to employment; improving links to hospitals and education facilities; and providing access into Sheffield for rural communities.	13
J. To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies.	Comments included: increasing car tax/parking costs to get cars off the road then reinvesting the money in public transport. Respondents also made reference to the need for improved parking at Sheffield Railway Station and in Dore	11
B. To improve the reliability and resilience of the national road network using a range of management measures.	Respondents stated that they were unhappy with the current reliability of public transport and that they would like to see improvements made to this. Other comments made reference to the level of congestion in the city centre at commuter times and to poor road network access to local areas, such as Stocksbridge and Deepcar.	10
O. To ensure public transport is accessible to all.	Comments included providing improved public transport for the disabled, expanding tram services, making public transport more child and baby friendly and, encouraging local businesses to promote public transport.	9
L. To reduce the amount of productive time lost on the strategic road network and	Respondents stated that they were unhappy with the current reliability of public transport and that they often cannot rely on buses to arrive. Respondents also suggested that there is a need to address the level of congestion in the city centre	8

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improve its resilience and reliability.		
A. To improve access to international gateways.	Five of these comments were about the need to improve connections to nearby airports, in particular to RHADs airport and Manchester airport. The other comment suggested improved rail links would provide links to other countries via Eurostar	6
W. To encourage safer road use and reduce casualties on our roads	The respondents suggested that there should be a reduction to speed limits in residential areas and there should be less focus on cycling, as there are too many accidents due to the speed of other vehicles. One respondent stated road safety is being badly managed due to narrowing roads, road humps and extending bus stops while another said their on-foot journey through an industrial area needed making more safe and secure.	6
M. To ensure our networks are well maintained	One respondent stated that there must be a heightened emphasis on improving road networks while another noted that there was no mention made in the leaflet about the importance of maintaining the network in a good condition	2
E. To ensure Sheffield City Region is served by High Speed Rail.	Respondents stated that faster rail services were needed in the region and that if a High Speed Rail link were built, it should call directly at Sheffield Station	3
I. To focus new development along key public transport corridors and in places adjacent to existing shops and services.	Respondents stated that key corridors attract commerce; that a reduction in congestion along key corridors would create additional shopping opportunities; and that housing developers should have increased responsibility for improving road access.	3
R. To work to improve the efficiency of all vehicles and reduced their carbon emissions.	Respondents stated that there should be a large decrease in pollution along key corridors; that rail lines could be electrified; and that getting buses to turn off the heating in the warmer months would help to reduce greenhouse gases	3

V. To improve air quality in designated AQMA areas.	Respondents stated that there should be a reduction in greenhouse gases and pollution levels. One respondent stated that there should improvements to public transport if people are to use it more and contribute to reductions in greenhouse gases.	3
X. To work with the police to enforce traffic laws.	Respondents stated that there should be a reduction in speed limits in residential areas. One respondent stated that cars parking on pavements regularly caused them access problems as a disabled scooter user.	3
M. To ensure our networks are well maintained	One respondent stated that there must be a heightened emphasis on improving road networks while another noted that there was no mention made in the leaflet about the importance of maintaining the network in a good condition	2
Y. To focus safety efforts on vulnerable groups.	Two respondents suggested that there should not be further provision for cyclists as it provides risks to their safety	2
G. To deliver interventions required for development and regeneration.	One respondent stated that good transport helps attract inward business investment into the city region while another suggested that housing developers should have increased responsibility for improving road access	2
H. To develop high quality public places.	One respondent referred to the pedestrian areas in city centres while another suggested that town and city centres in the region needed to be much more car friendly.	2
C. To find efficient and sustainable means distribution, while growing SCR's logistics sector.	The respondent suggested that more freight should be distributed via the region's rail network.	1
Q. To provide efficient and sustainable access to our green and recreational	The respondent suggested that public transport should be promoted more for the use of tourism activities, in this case to visit Derbyshire.	1

spaces, so that they can be enjoyed by all residents and attract tourism.		
U. To support generation of energy from renewable sources, and use energy in a responsible way.	There were no comments specifically relating to supporting the generation of energy from renewable sources	0
Z. To improve safety and the perception of safety on public transport.	There were no comments specifically relating to reducing casualties on public transport.	0
Miscellaneous		
	Uncategorised comments.	38
	Comments generally in favour of the proposals.	26
	Comments relating to specific bus services.	16
	Comments relating to funding and prioritisation of policies.	7
	Comments relating to the consultation exercise.	7
	Comments relating to poor opinions on the transport system.	4
	Comments relating to the need to promote public transport better.	2
TOTAL NUMBER OF COMMENTS		**642**

Figure 4.1 Top 10 Policies Referred to in the Public Response to Consultation
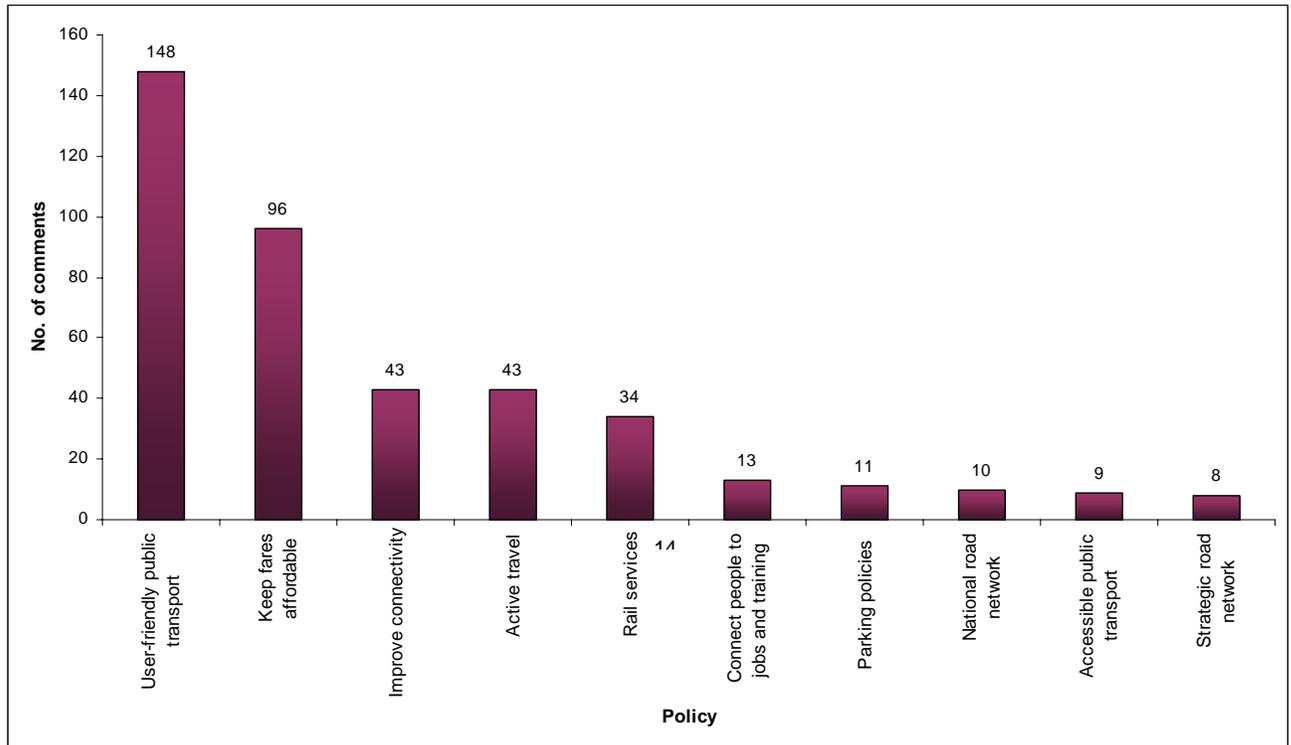
4.7. This table clearly demonstrates, along with the previous table, the overwhelming priorities of the public concerning the transport system with a huge majority showing affordable public transport is the main focus.

Application of Public Feedback

4.8. This section explains how public feedback has been used to develop the Strategy.

4.9. Public comments were generally very detailed and too specific to be addressed separately. The large amount of responses meant that individual responses could not be given to each comment. Instead it made more sense to summarise the comments and give a broad response to each grouping. Instead they have been summarised according to policy and general focus of the comment, and then used to inform each policy according to public needs.

Table 4.2 Application of Public Feedback

Comments	Response
Five comments were about the need to improve connections to nearby airports, in particular to RHADs airport and Manchester airport. One comment suggested improved rail links would provide links to other countries via Eurostar	The comments here are addressed within Policy A
Respondents stated that they were unhappy with the current reliability of public transport and that they would like to see improvements made to this. Other comments made reference to the level of congestion in the city centre at commuter times.	These comments have helped to improve the content of Policy B and L
One respondent suggested that more freight should be distributed via the region's rail network.	Policy C will encourage the movement of freight from road to rail.
Frequently mentioned comments included: The need for an improved local train network; A better frequency of train services; and Increased numbers of carriages on passenger services. A number of comments were also given that made reference to specific locations, including the need for an extra track/platform at Dore station and a better use of the single line between Stocksbridge and Wadsley Bridge: and The need for 24 hour passenger services, particularly between Sheffield and Manchester.	These comments have highlighted the need for improvements to capacity, quality and connectivity which are included under Policy D. These comments are too detailed for the strategy.
Respondents stated that faster rail services were needed in the region and that if a High Speed Rail link were built, it should call directly at Sheffield Station	Policy E seeks to ensure SCR is served by HSR. HSR cannot directly serve Sheffield City centre, this has been decided beyond SYPTE.
Frequently mentioned comments included: Welcoming improved connectivity between major cities; Improving intercity rail links, particularly between Leeds, Sheffield and London; and Making links to London an absolute priority. Respondents also made reference to other rail and road routes that they would like to see improved to enhance connectivity between towns and cities, both on a local and national scale.	These comments are welcomed and are reflected in Policy F. Schemes to improve connectivity within SCR and nationally are included in Policy F
One respondent stated that good transport helps attract inward business investment into the city region while another suggested that housing developers should have increased responsibility for improving road access	Policy G realises that can help investment through opening up development and regeneration

One respondent referred to the pedestrian areas in city centres while another suggested that town and city centres in the region needed to be much more car friendly.	Policy H seeks to improve the quality of public places through the design of transport infrastructure
Respondents stated that key corridors attract commerce; that a reduction in congestion along key corridors would create additional shopping opportunities; and that housing developers should have increased responsibility for improving road access.	These comments are noted and as such have been fed into Policy I
Comments included: Increasing car tax/parking costs to get cars off the road then reinvesting the money in public transport. Respondents also made reference to the need for improved parking at Sheffield Railway Station and in Dore	Policy J will apply appropriate parking policies. The Strategy is not he right document to address parking at this level or car tax
Linking people to employment; improving links to hospitals and education facilities; and providing access into Sheffield for rural communities.	These comments have been used to focus the strategy on public needs. See Policy K See also Chapter 5
One respondent stated that there must be a heightened emphasis on improving road networks while another noted that there was no mention made in the leaflet about the importance of maintaining the network in a good condition.	Policy M seeks to keep SCR's networks well maintained.
The majority of comments referred to: Providing free rail travel for the disabled, OAPs and students; the agreement that public transport needs to be made more attractive; need for improved public transport information; Providing further Park and Ride opportunities; the introduction of integrated ticketing; providing support/facilities for breastfeeding; improving bus timetables and increasing services outside of peak hours; more bus shelters; and linking bus routes to other public transport services Other comments included linking communities through bus services and increasing social mobility	These comments have informed the development of Policy N which addresses these issues.
Other comments included providing improved public transport for the disabled, expanding tram services, making public transport more child and baby friendly and, encouraging local businesses to promote public transport	A key goal within Policy O focuses on transport accessibility, reflecting the needs of the public as highlighted in these comments
Most comments referred to providing free rail travel for the disabled, OAPs and students, and to making bus and rail fares more affordable to all.	Policy P will ensure that concessionary funding is sufficient to deliver this scheme.

One respondent suggested that public transport should be promoted more for the use of tourism activities, in this case to visit Derbyshire	Policy Q will provide sustainable access to green and recreational spaces in SCR. This includes parts of Derbyshire and the PDNP
Respondents stated that there should be a large decrease in pollution along key corridors; that rail lines could be electrified; and that getting buses to turn off the heating in the warmer months would help to reduce greenhouse gases	Policy R seeks to improve vehicle efficiency. This policy includes rail electrification and in turn reduced pollution. The last comment is not an issue for the Transport Strategy.
Comments included: Providing improved and safer pedestrian facilities; ensuring that walking and cycling is encouraged in the region; the provision of improved cycle facilities, including lockers, packing and carriers on trains, trams and buses; provision of dedicated cycle routes separated from general traffic; improved maintenance of existing cycle routes; recognising that cycling and walking are two different forms of transport; improving provision of cycle parking facilities in the city centre; increased provision and better maintenance of dedicated cycle routes; better pedestrian routes; and focus on cycling and walking; and safer pedestrian access provided to rail stations.	These comments have all helped to inform Policy S, which will promote and encourage more walking and cycling in the region
Several comments referred to the need for improved public transport information	A new Policy T has been created to provide information and advice for all transport users.
Respondents stated that there should be a reduction in greenhouse gases and pollution levels. One respondent stated that there should improvements to public transport if people are to use it more and contribute to reductions in greenhouse gases	These comments are addressed as part of Policy V which will improve air quality.
The respondents suggested that there should be a reduction to speed limits in residential areas and there should be less focus on cycling, as there are too many accidents due to the speed of other vehicles. One respondent stated road safety is being badly managed due to narrowing roads, road humps and extending bus stops while another said their on-foot journey through an industrial area needed making more safe and secure	These comments have been considered in Policy W which aims to improve road safety and reduce casualties See below for speed limits
Respondents stated that there should be a reduction in speed limits in residential areas.	This is included in Policy X which will develop 20mph zones
The other two respondents suggested that there should not be further provision for cyclists as it provides risks to their safety	Policy Y identifies cyclists as a vulnerable group.

Public Response Summary

4.10.   The finding from the public responses highlighted several areas of priority for the public. These included: Keeping fares affordable, in particular ensuring that free concessionary travel continued and is extended if possible; to ensure that the public transport offer maximises social inclusion; the need for improved and real time information at bus stops; and a public transport system that allows easy and convenient connectivity to other large cities.

4.11.   The findings from the public responses were categorised according to policy. These comments gave a general idea of what the public wanted from their transport system and allowed the policies to be written with a strong public focus.

Advanced Stakeholder Consultation Findings

Overview

4.12.   This section of the consultation report summarises the feedback received from stakeholders through the public consultation. These comments were all received during the public consultation that commenced on the 29th July 2010 and ran for a period of 12 weeks.

Response Rate

4.13.   In total, 30 stakeholders responded to the consultation via the consultation website, email, in writing or by telephone within the specified timeline.

Analysis

4.14.   As in the public response analysis, each response has been broken down into individual comments that have been linked to the key policies of the strategy. As the stakeholder responses are much more detailed, miscellaneous comments have not been categorised as part of this analysis. All miscellaneous comments will be considered as part of the ongoing development of the strategy.

4.15.   Table 4.3 below shows the number of comments that related to each specific policy for stakeholders and a summary of those comments.

Table 4.3 Stakeholder comments on draft strategy consultation *(policies rated by frequency of comments)*

|	Comments	Total number of comments
Relating to policies		
S. To encourage active travel and develop high-quality walking and cycling networks	Comments included: supporting the policy to encourage increased walking and cycling; the need to improve facilities for pedestrians and cyclists; improved routes to offer alternatives to private and public transport; supporting the active travel policy; improving safety to encourage walking and cycling; extending the strategy to rural areas; and the development of new cycling schemes.	38
N. To develop user-friendly public transport, covering all parts of SCR, with a high quality of integration between different modes.	Comments included: the need to improve passenger information; importance of facilitating easy interchange between different modes of travel; need to improve specific bus services; possibility of operators working together; also support rural areas; strongly supporting good public transport; improving the tram system; increasing bus priority measures; and implementing integrated ticketing.	30
O. To ensure public transport is accessible to all.	Comments included: the strategy needs to take into account the needs of disabled people; new developments should be supported by robust travel plans; difficult to access particular public transport (i.e. Chesterfield rail station); need to extend tram system; providing free off peak travel for concessions; improving transport connections to rural areas; and operators to work together on integrated ticketing.	20
A. To improve surface access to international gateways.	Comments included: need to prioritise bus and rail services to local airports; importance of FARRRS; improving access to ports; the development of international gateways (i.e. RHADs Airport) have adverse effects on biodiversity; FARRRs not required; and there is no mention of East Midlands airport.	20
D. To improve rail services and access to stations, focusing on interventions that can be delivered in the short-term.	Comments included: the need for tram-train services; new infrastructure should avoid National Parks; rail offers an alternative to private transport; and other comments made reference to specific rail services.	18
V. To improve air quality in designated AQMA areas.	Comments included: Disappointment with only a 10% reduction target; need to develop a sustainable transport system that enhances the environment; Focus on improving congestion on the roads and hotspots on the motorways; Air quality is directly linked	17

	to 500 deaths per year; the need to recognise benefits of C02 reduction and link strategy with Climate Act.	
G. To deliver interventions required for development and regeneration.	Comments included: Consider parts of SCR economy with specific requirements eg. Advanced Manufacturing. Infrastructure deficit acute in coalfields area; recognise development outside of SY and the need to work with other partners; consider access to both current and future employment sites; ensure that development does not negatively impact the road network.	16
F. To improve connectivity between major settlements.	Comments included: SYPTE needs to align strategy with WYPTE; SYPTE needs to work with and recognise developments in surrounding areas/authorities; focus on connectivity within SY first; consider the implications of cross border connections; sustainable transport options are key to Dearne Valley; this policy should consider both business and leisure flows.	14
R. To work to improve the efficiency of all vehicles and reduce their carbon emissions.	Comments included: Disappointment with a 10% carbon reduction target; needs to give detail on how to tackle congestion; some services using electric vehicles to access employment; sound design principles for the transport infrastructure could achieve benefits for the natural environment; and exploring low carbon vehicles for journeys that cannot be replaced by walking/cycling.	12
Q. To provide efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism.	Comments included: Focussing on travel for leisure and tourism; there should be sustainable access to the PDNP; Green infrastructure can form part of this access, including Public Rights of Ways.	11
P. To work with operators to keep fares affordable, especially for travellers in need.	Comments generally showed support fort this policy and included: Introduce free travel for under 18; realistic fare structures needed for rural transport; introduce cross-boundary ticketing; uncontrolled competition has lead to some competition.	10
K. To develop public transport that connects people to jobs and training in both urban and rural areas.	Comments include: Include leisure and tourism access too; sustainable access to jobs is a priority for the Dearne Valley; Barnsley needs more links to work opportunities; and there is potential to use existing mineral lines.	8
B. To improve the reliability and resilience of the national road network using a range of management	Comments include: Welcoming this policy's inclusion in the Strategy; working with partners to improve reliability and reduce congestion; it is important to improve road infrastructure instead of forcing people on the bus.	6

measures.		
I. To focus new development along key public transport corridors and in places adjacent to existing shops and services.	Comments include: The strategy/policy should be linked to land use planning and policy; this policy should be elevated to an overarching policy; development should be focussed in existing town centres.	6
Y. To focus safety efforts on vulnerable groups.	Comments include: motorcycle groups want to be included and see post-test training and assessment schemes; need to include safety on all sustainable modes within this policy; include staff training; consider CCTV at bus stops to enhance safety.	6
C. To find efficient means of distribution, while growing SCR's logistics sector.	Comments include: There needs to be more information on freight issues; could look at freight distribution across all modes of transport; consider a freight consolidation centre located off parkway; canal networks could be used for freight.	5
.E. To ensure Sheffield City Region is served by High Speed Rail.	Comments include: Unconvinced of the benefits of HSR; would like to see focus on ECML investment; and one stakeholder showed support.	5
L. To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability.	Comments included: Invest in transport infrastructure rather than force people on public transport; consider the use of bus lanes and enforce tram/bus gates; and partnership working to reduce demand and improve network reliability.	5
W. To encourage safer road use and reduce casualties on the road.	Comments included: enforcing a 20mph speed limit in some areas; partnership working with other organisations to improve safety; and the recognition of accidents occurring in rural areas.	5
M. To ensure our networks are well maintained.	Comments included: Consider including design of the network in this policy; more needs to be included on network maintenance regimes; and network performance should be considered when looking to promote economic growth and unlock employment sites.	5
H. To develop high quality public places	Comments are based upon the need to also include rural areas within this policy.	3
J. To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies.	Two responses show support for this policy and one supports a review of current policy in Sheffield.	3

U. To support generation of energy from renewable sources, and use energy in a responsible way.	Comments include the need to minimise energy needs as well as the possibility of green infrastructure providing opportunities for renewable energy production.	2
Z. To improve safety and the perception of safety on public transport.	Comments included the suggestion that this policy could be separated into 2, and also there was a need to consider the danger of getting hit by public transport as well as safety on the transport itself.	2
X. To work with the police to enforce traffic laws.	This comment focussed on the need to enforce bus lanes and priority measures.	1
	TOTAL NUMBER OF COMMENTS	**269**

4.16. Figure 4.2 below shows the top 10 policies that were referred to in stakeholders' comments.

Figure 4.2 Top 10 policies referred to in the stakeholder response to consultation

Evidence Base Document 4

Consultation and Stakeholder Engagement
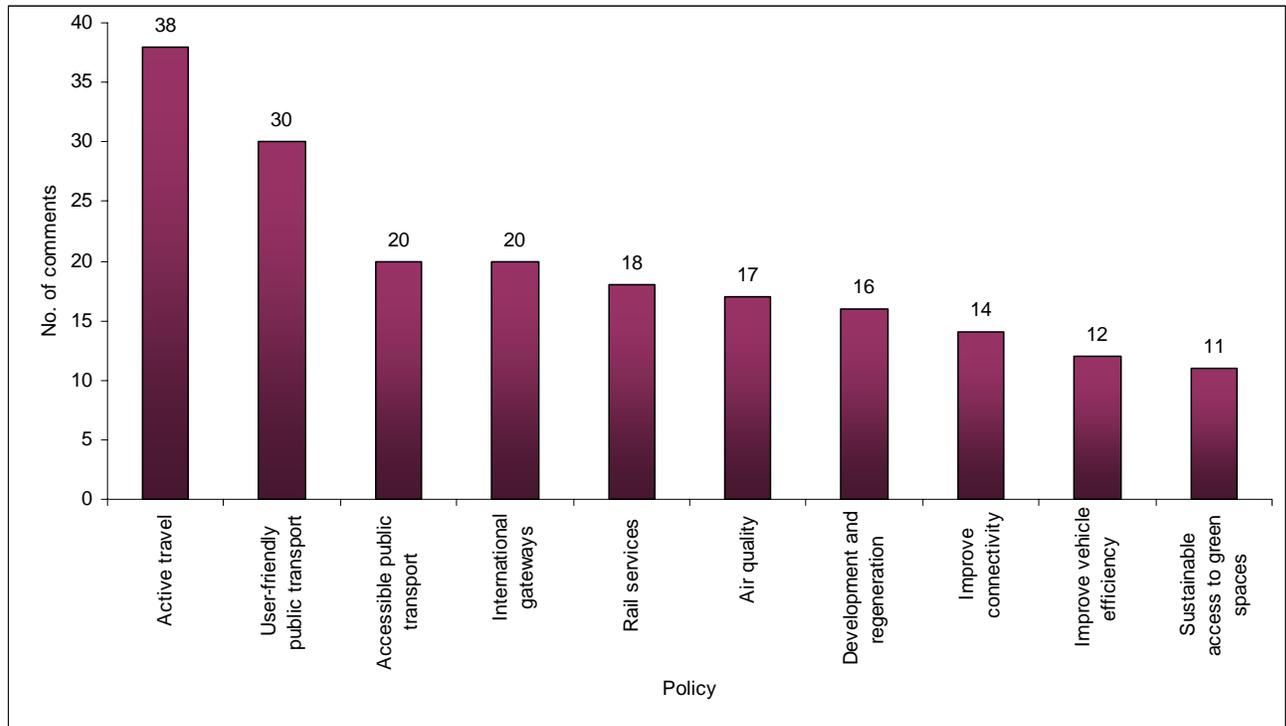
Application of Stakeholder Feedback

4.17.   Table 4.4 below provides an overview of the comments received from our stakeholders and our response and actions on those comments.

4.18.   Due to the large amount of comments we received, many have been omitted from the table if they were concerning the structure, wording of the document, or if they were addressing an issue which is no longer relevant.

Table 4.4   Application of Stakeholder Feedback

Stakeholder	Comment	Response
Barnsley Metropolitan Borough Council	There is no reference to the Accessibility Improvement Zone (AIZ) as the focus for transport investment to support housing and economic growth in Leeds - Sheffield transport corridors.	The Accessibility Improvement Zone is now shown as a priority area for interventions on the map on page 9. The AIZ is highlighted in all appropriate maps. This is also referenced in Policy G.
Barnsley Metropolitan Borough Council	The relationship with Local Economic partnerships needs to be more fully explored within the document.	This was not possible in the consultation draft as the LEP proposition was not developed until after the draft was published. The LEP has a key role in the re-draft of the strategy.
Barnsley Metropolitan Borough Council	There is insufficient mention of interdependencies with regions and key destinations to the south of Sheffield City Region.	This issue is referenced in the introduction chapter in specific the diagram on page 4.
Barnsley Metropolitan Borough Council	The agglomeration benefits of improved connectivity, lower journey times and improved reliability and resilience should be brought out more strongly.	Wider economic benefits are discussed, as analysed using our Urban Dynamic Model (UDM). Due to the complexity of developing tools to analyse wider economic benefits, we do not have the capability to further develop this before finalising this strategy. Work on identifying economic benefits will continue alongside the implementation of the strategy.

Evidence Base Document 4

Consultation and Stakeholder Engagement

Barnsley Metropolitan Borough Council	Whilst the Sheffield City Region Transport Strategy aims to be an ambitious and long term document, the priorities set out are somewhat limited in scope and reflect what is known now, with limited commitment to working on longer term initiatives. For instance, whilst the overview of the existing transport networks recognises the limited nature of the rail network emerging from the historic decommissioning of lines between Barnsley and Doncaster and the Woodhead route to Manchester, there is little development of how this situation could be addressed. For instance, Barnsley's Transportation Strategy looks to protect former strategic lines for potential reinstatement to support the continued growth associated with a robust, sustainable transport framework beyond the plan period.	Accepted in part. The draft strategy did mention Barnsley's ambitions, for example under the following polices: - Policy D To improve rail services and access to stations… - Policy F improving connectivity between major settlements - Policy G deliver interventions required for development and regeneration We do, however, place less emphasis on interventions that have proved financially infeasible, in order to draw more attention to those interventions which are considered critical. The new version of the strategy now includes reference to the work required to explore the feasibility of schemes that Barnsley wishes to investigate, including the Barnsley-Doncaster link and the ambition to improve line speed between Sheffield and Leeds. Should we identify the need to protect routes rather than to build them? We will protect historic rail routes for potential future use, and re-examine their feasibility if circumstances change. The new version will reflect this.
Barnsley Metropolitan Borough	The draft Strategy does not strongly enough emphasise the need for partnership working between SYPTE, transport operators and local authorities, to build on and improve existing	This is referenced in Policy N

Council	routes associated with the core bus network, in order to enhance the sustainability of Barnsley's settlements.	
Barnsley Metropolitan Borough Council	It should also be possible to highlight both in the Strategy text and graphically on maps, that part of the Peak District National Park falls within Barnsley Borough.	This is represented on figure 2.1 and 2.2
Barnsley Metropolitan Borough Council	It is felt that the draft Strategy does not make it clear enough that it is also Local Transport Plan 3. There should also be more explicit mention that schemes and interventions will be covered by the 3 year implementation plan which is being developed in parallel with the Strategy document.	This is expressed in the introductory chapters as well as the Outcomes and Monitoring chapter.
Barnsley Metropolitan Borough Council	It is generally accepted that the economy and jobs should be our highest priority in the coming period. The draft Sheffield City Region Strategy should explicitly reflect this throughout, particularly in the chapter which refers to our overall goals.	In response to specific comments from Barnsley the economic goal is now explicitly identified as the priority goal for the strategy.
Barnsley Metropolitan Borough Council	Referring to the above, it is felt that this could potentially be expressed in terms of Accessibility, perhaps with Economy and Leisure based travel as sub headings.	Stakeholders, including Barnsley, have agreed that the primary goal should be expressed as supporting economic growth. We preferred to avoid the term 'accessibility' in this context because many readers interpret it in a different way (e.g. low-floor vehicles). However in terms of substance, this is accepted and included under the economy goal and the 13 policies that it covers.
Barnsley Metropolitan Borough Council	In prioritising economic growth, it must be recognised that this can be expected to produce an increase in car based trips. The Strategy must identify how this growth will be accommodated, with particular reference to the way in which this could affect our other goals such as carbon reduction and improving safety.	It has been agreed that the strategy will recognise economic growth as the priority goal. The new version of the strategy includes findings from modeling work, in which we

	The Strategy should also consider how our approach to tackling these issues might differ in highly congested areas and those which currently do not experience significant congestion.	explicitly consider increased demand to redevelopment and regeneration areas as a positive outcome. However, this is still linked to our attempts to make this growth sustainable by attempting to become less car-dependent. There is clear evidence that congestion and pollution, just like unemployment, thwart economic growth. The strategy wishes to support growth by a range of means, including reducing congestion and emissions. The strategy views them from a network wide, long-term perspective. There is much evidenced that increasing car travel in an uncongested area will soon increase congestion and emissions elsewhere, since the travel habits it establishes are not location-specific.
Barnsley Metropolitan Borough Council	The Draft Strategy mentions setting up a Freight Working Group as part of the LEP. Will this be duplication of an existing group?	The Freight Working Group is the Freight Quality Partnership identified in the strategy; this has been re-established as a result of the strategy.
Barnsley Metropolitan Borough Council	BMBC's rail aspirations are not strongly enough reflected in the document and the benefits to the City Region of reinstating former lines such as the former Cudworth route within the Sheffield to Leeds corridor should be recognised within the Sheffield City Region Transport Strategy. Whilst it is understood that this is a long term ambition, which is to some extent dependant on securing capacity improvements at destination stations such as Leeds, Sheffield and Doncaster, it is important that the benefits are recognised, to enable early progress on incremental improvements. Network rail recognise the	The strategy now includes more information relating to Barnsley's ambitions, for example under the following polices: - Policy C To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector - Policy D To improve rail services and access to

	potential benefits to the City Region of reinstating this route and have stated this and indicated support for the initiative in their response to consultation on the Barnsley LDF Core Strategy.	stations, focusing on interventions that can be delivered in the short term, - Policy G To deliver interventions required for development and regeneration We do, however, place less emphasis on interventions that have proved financially infeasible, in order to draw more attention to those interventions which are considered critical. The new version of the strategy mentions the work required to explore the feasibility of schemes that Barnsley wishes to investigate, including the Barnsley-Doncaster link and the ambition to improve line speed between Sheffield and Leeds. Should we identify the need to protect routes rather than to build them? We accept that there is a need to protect historic rail routes for potential future use even where currently this is not feasible. The new version will reflect this.
Barnsley Metropolitan Borough Council	The draft strategy should include more detail on how transport and travel can be made more resilient to adverse weather, in view of the impact which the great floods of 2007 and the severe winter weather of 2009-10 had on local economies. We would seek to be assured that Barnsley is accorded its fair share of resources in keeping all parts of the Borough on the move at such times and with respect to this, that the importance of the A628 as a secondary route on the national network is recognised.	The detail of how the priorities identified in the strategy will be delivered will be part of the implementation plan. The definition of what the strategy covers and what the implementation plans covers has been clarified in the introduction to the strategy. On a specific point, the A628 is explicitly identified in the strategy under policy

		B which covers the reliability of the national network.
Barnsley Metropolitan Borough Council	Whilst it does mention the attractiveness of parts of South Yorkshire as tourist destinations, the draft Strategy does not adequately reflect the importance of tourism to each district's local economy and this aspect of the Strategy needs to be developed further. This should be in consultation with each district in order to take advantage of forecasted growth in domestic tourism and, as part of the legacy of the 2012 Olympics, to make South Yorkshire " ….a pivotal international location"	Policy Q has been revised to reflect this comment
Barnsley Metropolitan Borough Council	We believe there may be merit in adding an explicit topic, which is: **Linking provision of goods and services to market**. This would fit with the economic policies of the LDF Core Strategy and the Barnlsey Growth Plan. Links need to be to global markets, but, the LDF Core Strategy and Growth Plan put particular emphasis on Leeds, Sheffield and Manchester City Region markets.	The structure of the chapter has remained as the comments is already dealt with as part of the 'Improving connectivity' section
Barnsley Metropolitan Borough Council	While this is no doubt realistic, it should nevertheless be recognised and stated that there is a well documented and serious national infrastructure deficit which is affecting economic performance and potential. It should be mentioned that this is particularly acute in places like the former coalfield areas of South Yorkshire, which: often never had a well developed road network have lost major basic infrastructure (such as railways) and services (including bus and rail services) suffered from incomplete replacement of outworn infrastructure /provision of new infrastructure and transport services (such as roads, railways and bus services) capable of supporting economic development/growth.	The strategy does identify the gaps in the network and provides scope to fill these gaps in the long term under policies F and G and in the shorter term under policy D. However Barnsley's ambitions have been further highlighted, specifically in relation to the rail ambitions. A caveat on this is that the strategy avoids stating that a scheme is a high priority if evidence shows that it is infeasible. We have increased the prominence given to the challenges facing northern economies as part of discussion of the LEP.

Barnsley Metropolitan Borough Council	Given the proposals for economic development around RHADS, reference could usefully be made in the following paragraphs to the need to improve access to work opportunities for local communities around the Sheffield City Region, including the more poorly connected areas of Barnsley which are within reasonable commuting distance, but have only poorly developed transport links to the airport.	To facilitate international connectivity we must improve access to RHADS to support it in serving a wide range of destinations and to ensure local communities within SCR can access the growing job opportunities at the airport
Barnsley Metropolitan Borough Council	It could be appropriate to mention in these paragraphs, aspirations for the reopening of the Woodhead rail line and the possibility of appropriate improvements to road access to Manchester.	Evidence suggests that the cost of this intervention would imply a much lower value for money than other schemes which are considered critical for the economic growth of SCR, including Barnsley. However, the strategy now supports the protection of lines for potential future use, and sets out what steps can be taken to re-examine the evidence in the future.
Barnsley Metropolitan Borough Council	The logistics theme is extensively covered by reference to logistics potential around Doncaster, which is relevant, but, there seems to be no equivalent mention of strategic policies to further economic potential in other parts of the region with specific requirements such as Advanced Manufacturing in Rotherham/Sheffield and potential spin offs for Barnsley, where Barnsley's participation might best be developed in the Dearne Towns Link Road and Coalfields Link Corridors.	The 'Supporting Economic Growth' chapter is dedicated to furthering the economic potential of SCR regardless of the industry. Therefore all polices in the economy chapter are designed to increase productivity. Freight and logistics have a specific section as they are transport industries, and are also important for the industries such as manufacturing that are mentioned in the comment.

Reference has been made to the Coalfields Link Corridor and more generally to the Dearne Valley. |

Barnsley Metropolitan Borough Council	Also by working to maximise movement on existing network, with the HA, this should include prioritising access to major strategic employment sites such as, in Barnsley's case, Rockingham, Wentworth Park and Capitol Park (including via existing network) – otherwise the economic potential of these sites could be undesirably constrained – as well as prioritising new sites which are essential in areas such as Barnsley to sustain any hope of economic development in the future.	More reference has been made to improving access to strategic sites in Policy G. This specifically references site near the M1.
Barnsley Metropolitan Borough Council	Recent work on job needs highlights a requirement for Barnsley to be linked into such schemes (perhaps as part of the INTEGR8 project) to improve commuting options to major external employment locations, even if substantial new employment sites can be provided within district.	Options and phasing solutions are to be developed for the Barnsley North Orbital Route to achieve reductions in journey times
Barnsley Metropolitan Borough Council	Clearly we also support this, but strategic accessibility for Barnsley also needs to encompass access to the A1 and the area shown on the subsequent diagram needs to encompass a much wider area consistent with the problems acknowledged in the LDF to the east and north of the main urban area of Barnsley.	There is not sufficient evidence to indicate that this is a priority for the City Region. However, the strategy does allow for schemes to be brought forward where a robust evidence base can be presented at a later date
Barnsley Metropolitan Borough Council	We support the approach to policy B, but it requires a much more robust approach to national, regional /sub-regional and local deficit in new/replacement infrastructure and services.	Accepted in part– reference will be made to the polices that reflect the comment, including the following polices: Policy D To improve rail services and access to stations Policy F improving connectivity between major settlements Policy G deliver interventions required for development and regeneration

Barnsley Metropolitan Borough Council	The evolving Strategy will need to give further detail on how green house gas emissions on major roads will be tackled, given prevailing public indifference to public transport	The detail of how the priorities identified in the strategy will be delivered will be part of the implementation plan. It is accepted that there is a need to clarify the definition of what the strategy covers and what the implementation plans cover in the introduction to the strategy. Note that we do not consider "prevailing public indifferent to public transport" as a valid piece of evidence, and the strategy seeks to promote various alternatives to car travel, given the proven economic and environmental impacts of road congestion.
Barnsley Metropolitan Borough Council	Improvements in accessibility and connectivity within Barnsley Borough are inadequately referenced even though they are long standing ambitions which are well known to our partners	Barnsleys ambitions have been identified in the revised strategy. Specifically in figures 2.1 and 2.2 and in Policy C, D and F
Barnsley Metropolitan Borough Council	There are widely held views that the fall in numbers of passengers using bus services and current poor public perception of those services can only be effectively addressed by regulation. The draft Strategy should make a stronger statement of intent on this issue.	The strategy currently says that franchising will be pursued where appropriate to improve bus services. We cannot make the statement suggested by BMBC because franchising is not a panacea. Different parts of SCR are pursuing different solutions to this, based on varying levels of regulation. We will reflect this diversity in the new version. It should be noted that even within Barnsley we hear different opinions about this topic. If Barnsley has a formal view on exploring a Quality

		Contract scheme we are happy to reflect this in the strategy, but our understanding is that in practice a voluntary agreement with operators in being sought.
Barnsley Metropolitan Borough Council	To put projected outputs by 2026 into context, the job requirement in Barnsley alone at the peak of the boom was a requirement for 15000 new jobs to 2016. Recent figures show the gap to be considerably worse and approaching 30000.	In the Economic chapter we recognise the need to create more jobs in the county although transport policy alone will not be enough to create the amount needed.
Barnsley Metropolitan Borough Council	Policy choices to date around the balance between commuting and jobs within Barnsley District are increasingly focused on the need to maximise local jobs on existing and significant new employment sites and also improve the commuter transport network to have any impact on the massive challenge we are now facing.	This is reflected throughout the strategy
Campaign to Protect Rural England	The vision for transport aims to contribute to the vision for the Sheffield City Region in 2026 which is concerned only with the economy and quality of life for its citizens but not with environmental sustainability. The vision for transport - a transport system that encourages people to walk and cycle, a public transport system that is the mode of choice for longer trips, a safe efficient road network causing low impact on the environment, development that is easily served by public transport, more electric vehicles and better informed local decision making— is about transport systems rather than 'people... individuals and.., communities'. It should explicitly refer to reducing the impacts of all transport — rail and air — on the environment.	These issues are of high importance; however, the vision is defined beyond the transport system and extends to the economy and society. Specific items mentioned are reflected in the goals and policies
Campaign to Protect Rural England	The challenges for economic growth as listed in the Draft Strategy do not reflect the need to reduce the city region's ecological footprint and live within environmental limits.\nDecreasing the main source of carbon emissions — trunk road traffic — is considered challenging (challenge chapter), but the	The goal of Economic Growth is our priority. The expansion of RHADs and road building schemes are prioritised as they provide the greatest economic benefits. We aim to provide

	expansion of RHADS and major road building schemes would only increase this challenge. Another missing challenge is to reduce the holistic impacts of transport on people and built and natural environment.	sustainable transport options where possible to reduce the negative impacts on the environment.
Campaign to Protect Rural England	People walking and cycling should be the basis of LTP3. They would generate benefits for all of the objectives, for example by reducing congestion and greenhouse gas emissions, and by reducing absenteeism by at least 6% with huge savings to employers and the economy People making local journeys are more likely to support local retailers and suppliers and potentially reduce the carbon impacts of food miles, Pedestrians and cyclists impose little danger on other road users and a switch to more walking and cycling would benefit road safety. More people walking and cycling makes drivers more aware of their needs and may also encourage more drivers to take up these modes. This creates a virtuous circle of reduced motor traffic, better health, improved safety and better quality of life, benefiting everyone.	Stakeholders have stressed the importance of economic growth being a priority. We appreciate the benefits that walking and cycling can bring and this is shown by the issue being addressed throughout the Strategy, in specific policy S
Campaign to Protect Rural England	A missing challenge is the need to address road danger. 'Improve the journey experience... for road users' the Draft Strategy does not explicitly address this issue. The challenge 'to walk use public transport' depends on reducing the intimidation that motorized road traffic to vulnerable users.	See Policy Y which aims to increase safety for vulnerable groups (motorcyclists and pedestrians)
Campaign to Protect Rural England	An overarching policy that places people at the centre of the strategy should be added. Sidelining improvements to walking and cycling facilities in Policy S (to contribute to addressing climate change and encourage active travel for health) substantially undermines and limits the headline role of these modes. Travel planning is mentioned three times in the draft LTP3 in support of achieving Policies D (improvements to rail services), Policy N (public transport provision and information) and Policy S but has no policy of its own. Policy TI Personal travel reduction and modal shift in the Y&H Plan May 2008 would be an excellent basis for developing a policy that would cover these issues. Although regional plans have been abolished, the future policy direction in the Y&H Plan is still relevant and should be built on.	The strategy has been revised to include Policy T which focuses on travel planning and modal shift. We have also introduced the theme to encourage a culture change. This theme identifies how we aim to encourage a shift in behavior

Campaign to Protect Rural England	A policy that integrates land use and transport planning should underpin the whole of LTP3, not just the climate change objective. Policy I, to focus new development in sustainable locations, thereby reducing the need to travel, should be elevated to an overarching policy.	Policy I integrates land use and transport planning. This policy comes under the economic goal which under pins the Strategy.
Campaign to Protect Rural England	The impact of transport on the natural environment is not addressed in any policy. Policy H commits to high quality city environments and urban environments — why not rural environments too? A policy that reduces the impact of traffic and travel on people and the natural environment should be added, for example: Minimise the impacts of transport on the natural environment, heritage, landscape, tranquility, dark skies and those enjoying them and seek solutions that deliver long-term environ benefits. • Enhance its well-being and sense of co unity by reducing traffic impacts, creating more opportunities for social contact and better access to leisure activities and the natural environment This approach should include addressing the clutter created by street furniture and road signs. With these additions we support the majority of the policies as worded except for A Improve surface access to international gateways, E High Speed Rail and G Strategic interventions.	The issues here are reflected throughout the strategy in our ambition to encourage travelers to choose sustainable travel modes. The street furniture suggestion has not been identified as a strategic issue.
Campaign to Protect Rural England	We make some general comments about Policies A - G and then address Policies A, E and G separately. Achievement of the transport vision and objectives would be undermined by the increased mobility and travel promoted through policies A - G. The aim should be to reduce the need to travel (as in Policy I), especially by private car.	The ways goals are defined in the strategy reflect the priorities of SCR districts.
Campaign to Protect Rural England	Support for making best use of transport infrastructure is essential but this is undermined by the proposed strategic interventions in Policy G and by support for the proposed development of RHADS in Policy A. Investment in High Speed Rail, RHADS and major road building such as FARRRS is unlikely to provide the economic benefits the City Region seeks. There	Our evidence shows that this scheme will provide economic benefits.

	is no link between the provision of any transport infrastructure and regional regeneration. In a mature economy which already has a well-developed transport system (such as the UK) any increase in economic growth from improved transport is likely to be marginal There is no guarantee that any benefits which may accrue will take place in the location of the transport investment itself. New roads and improved airports have a two way effect and can suck resources out of an area or open it up to new competition which could have a negative impact on the local economy. In addition, the cautious approach towards implementing demand management described in support of Policy J would undermine 'make best use of'. The Modeling Evidence highlights the importance of area wide parking policies, rather than a tipping point impact on economic vitality as suggested by LTP3.	
Campaign to Protect Rural England	The aim of LTP3 is to unlock sites for regeneration and employment without leading to unsustainable land use. Support for Doncaster MBC's draft Core Strategy 2010 conflicts with this goal. A large proportion (38%) of Doncaster's population lives in areas classed as being in the top 20% most deprived wards' yet in the Core Strategy the focus of growth and economic regeneration (more than 50% of the employment opportunities) is not on these but on the airport and at sites along the strategic road network. This would encourage long distance commuting, and undermine opportunities for local people to get jobs and acquire the essential skills and experience to improve their prospects, as was recognised by the 2007 Sustainability Appraisal (Table 0.2) of the Y&H Plan 2008. New economic growth and development of main town centre uses must be focused in existing centres, with the aim of offering a wide range of services to communities in an attractive and safe environment and remedying deficiencies in provision in areas with poor access to facilities whilst at the same time providing a sense of place'	Our policy I is focused on the topic of development in sustainable locations, and is a key component of the strategy. The strategy presents a blend of aspirations, including SCR districts' ambition to make the most of the investment already made in the airport area and the business opportunities it brings.
Campaign to Protect Rural England	Policy A improve surface access to the international gateways - RHADS As an existing facility, we accept that the airport should be supported as a sub-regional transport hub.	Economic growth is the primary goal; therefore investment will be prioritised for areas that

	Further development at the airport must be restricted to airport related activities which reflect its status and location as a sub-regional hub' Its expansion should be ancillary to the programme of urban renewal within Doncaster and its satellite towns and transport investment should reflect this.	provide greatest economic benefits. Our evidence shows that improving access to the airport will bring in economic benefits. The mix of policies will aim to ensure people can travel by sustainable modes.
Campaign to Protect Rural England	Air travel is the least sustainable form of transport, particularly in terms of climate change' and its environmental impacts need to be very carefully considered' The unsustainable adverse impacts of the proposed significant airport-related development at RHADS were highlighted by the Sustainability Appraisal of Y&H RSS and explicit reference to the development was removed from the Y&H Plan. Unfortunately the LTP3 has misrepresented the number of jobs proposed at RHADS. In addition to the 3,000 quoted a further 8,000 are proposed at the Airport Business Park within the same timescale of 2011- 2026. What is now proposed in the Doncaster Core Strategy and LTP3 is unsustainable and would have severe adverse environmental impacts. The encouragement of private car access to the airport through FARRRS represents an unsustainable approach to surface travel to the airport and would create severe congestion on the road network, particularly in combination with the proposed and consented development on the airport site, and increased carbon emissions'	RHADS is defined as a regeneration area therefore more jobs are good. Where possible we don't want to encourage unsustainable modes of transport and we use a blend of policies to achieve our goals which unlock opportunities in the most sustainable way. Public transport access to RHAD's is addressed in chapter 4.
Campaign to Protect Rural England	Both the development of the airport and its associated developments are likely to have an adverse effect on the internationally protected Thorne and Hatfield Moors and on biodiversity, as was stated by the 2007 Sustainability Appraisal (Table 0.2) of the now immaterial Y&H RSS 2008 and by the Doncaster Biodiversity Action Plan 2007. The increased noise (and potential air) pollution and road traffic would have a devastating impact on local communities and their quality of life. The area would be further degraded by road building.	All schemes within the Strategy will go through the standard planning processes to ensure such concerns are addressed.
Campaign to Protect Rural England	Support for the inclusion of significant residential development around the airport conflicts with other policies within the draft LTP3. It is likely to	Our policy I is focused on the topic of development in sustainable locations, and

	exacerbate congestion problems and lead to unsustainable travel patterns. Whilst it may be close to the Airport, given the access to the proposed FARRRS, there is no certainty that residents will work there.	is a key component of the strategy. The strategy presents a blend of aspirations, including SCR districts' ambition to make the most of the investment already made in the airport area and the business opportunities it brings
Campaign to Protect Rural England	The FARRRS itself is not required as the existing road network could cope with the forecast traffic, according to the RHADS Draft Master Plan 2008 Doncaster already experiences the negative impacts of strong external transport connectivity with more than 10,000 commuters per annum traveling out of the Borough for work Building the FARRRS could worsen this.	Our policy I is focused on the topic of development in sustainable locations, and is a key component of the strategy. The strategy presents a blend of aspirations, including SCR districts' ambition to make the most of the investment already made in the airport area and the business opportunities it brings
Campaign to Protect Rural England	New road capacity without effective demand management through road pricing or car parking charges would induce airport passengers to use their cars. Surface access to airports should be designed to mitigate local impacts but through minimisation of car borne traffic not new roads. Pricing, traffic management, encouragement of smarter travel choices, travel planning and development of rail are the measures LTP3 should pursue Although the FARRRS link may remove cars and HOYs from some local roads, it would worsen, not mitigate, their overall impacts on the environment by allowing their numbers to grow.	The strategy includes policies that cover all issues identified in this comment. New infrastructure will be introduced where there is a strong business case alongside other policies that support sustainable travel choices.
Campaign to Protect Rural England	Policy G Deliver the strategic interventions critical to unlocking employment growth and regeneration The strategic interventions proposed under Policy G to support economic regeneration appear extraordinary considering the Government's priority to make substantial cuts across all sectors. The interventions rely on major road building, despite the aim to reduce dependency on the private car and the distance traveled by road vehicles. We object to the improvements to the White Rose Way, junction	Our policy I is focused on the topic of development in sustainable locations, and is a key component of the strategy. The strategy presents a blend of aspirations, including SCR districts' ambition to create links to regeneration areas by all travel modes.

	improvements on the MI 8, and the FARRRS. This new road infrastructure would be intrusive in the countryside and create clutter and light pollution, adverse impacts on landscape and biodiversity, and pressures for development that would generate yet more traffic and carbon emissions. PPS 4 and PPS 7 require local planning authorities to ensure that the countryside is protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed all. We await further evidence to support the Waverley Link Road but would support the Rapid Bus Transport proposal.	
Campaign to Protect Rural England	We would support the rail link to RHADS without FARRRS and other public transport improvements. Recent work by Phil Goodwin has shown that best value for money is gained from low budget items such as safety schemes, smarter travel choices, and cycling schemes, followed by public transport schemes (Local Transport Today, no. 553, page 7, 2010).	The low budget items quoted from the report all have a part to play in our Strategy. FARRRS has shown that significant benefits to Doncaster can be achieved through the implementation of this scheme.
Campaign to Protect Rural England	Access to the PDNP should be added to Policy Q. In addition to the measures proposed to access green spaces there are number of others that are essential to the National Park environment. At the very least, decision making around transport should take into consideration all matters that have a bearing on the Park, in accordance with the statutory duty incumbent on local authorities and statutory agencies to take account of National Park purposes'°. Car traffic does not just need to be managed, it needs to be minimised as do freight movements, using strategic signing of through traffic around the Park and traffic management. There should be National Park-wide lower enforced speed limits; car free days in conjunction with road closures to private vehicles, and minimal road signs and infrastructure. Public transport services, timetables and ticketing should be aligned to meet the needs of both visitors to, and residents of, the Park. Greater public transport use should be incentivised through easily understood pricing and packaging e.g. a National Park Travel card. Cycle and walking paths should be linked with public transport interchanges and	With regards to the comment on the statutory duty, this is referenced through close working with the PDNP in policy Q. The remainder of the comment is appropriate for the implementation plan and has been passed on to the authors for consideration.

	stops. All these measures would need to be achieved in partnership with other transport authorities covering the PDNP and the National Park Authority.	
Campaign to Protect Rural England	We welcome the aspiration to put in a place a robust monitoring process using indicators mentioned in the outcomes and monitoring chapter, and targets yet to be determined. Such a monitoring process will be crucial now that central Government would no longer monitor LTPs. The indicators of success for the reduction of the impact of transport on the natural environment should include visibility of stars, traffic noise and tranquility levels, access to green space and the numbers of people walking and cycling.	This is generally reflected in the revised chapter. However not all these are measurable using affordable means. Monitoring of some of the issues will remain at a qualitative level.
Confederation of Passenger Transport	There are a number of references to the cost of public transport and increased fares. I believe the Strategy should acknowledge that the cost of bus & coach operation has increased faster than general inflation in recent years, in part due to additional legislation but also as a result of efforts by the industry to improve reliability & punctuality and to introduce new, cleaner and more accessible vehicles. Punctuality and reliability is the key to attractive bus & coach services but CPT Yorkshire believes that further efforts to improve punctuality will generally lead to additional costs and higher fares unless such measures are accompanied by highway measures that assist buses and coaches.	This is covered in the evidence chapter of the strategy
Confederation of Passenger Transport	It is also important to note that relatively new legislation and developments in technology and standards are only now providing new opportunities for operators to work together on timetables and ticketing and for the roll out of smartcards without significant obsolescence risks.	We acknowledge this and will work alongside operators to assist with this scheme.
Confederation of Passenger Transport	A number of CPT members regard roadside information for bus passengers and potential customers in SCR as relatively poor and feel that this is a factor that must be addressed if we are to make public transport a more viable option.	Policy N seeks to increase information provision for public transport passengers.

Doncaster Metropolitan Borough Council	Members would like to explore how different funding streams can be made more flexible to reduce delivery times and encourage innovation within a local authority environment without being constrained by undue regulation	We do place less emphasis on interventions that have proved financially infeasible, in order to draw more attention to those interventions which are considered critical.
Doncaster Metropolitan Borough Council	One Member was concerned that those priorities in the Strategy were not aligned with those in the LEP as there were two separate documents being processed to different timelines.	LEP was decided after the release of the strategy, this issue will be mentioned in the redraft. It is likely that the economic section of the strategy will become the transport strategy for the LEP.
Doncaster Metropolitan Borough Council	Focus and do not deliver everything, do less but better with limited resources.	Reflected in "squeezing assets" theme
Doncaster Metropolitan Borough Council	All modes of transport are required to support their travel needs however, the predominance strategies aimed at modal shift from the private car to passenger transport are not delivering the outputs required or being supported by the communities they are targeted at.	The strategy is very explicit about promoting several major highway schemes which are important to SCR's economy
Doncaster Metropolitan Borough Council	It is vital that development leading to regeneration, employment, education and social exclusion is targeted as a key driver in transport strategy across the region	We recognise this, as do the rest of SCR partners; therefore we have prioritised the goals with The economy as the main driver of the Strategy, closely followed by Social Inclusion.
Doncaster Metropolitan Borough Council	Doncaster is in support of the goal to deliver reliable and efficient transport networks to support economic competitiveness and growth. This goal should be the governing policy of the strategy and apply to all other transport objectives	This is now the case. The goal of Economic Growth is now the Governing goal of the Strategy.

Doncaster Metropolitan Borough Council	With reference to RHADS, in addition to establishing better links with the Airport, Members believed it was vital that support was provided across the region, especially from the private sector.	Through the leadership and expertise of the LEP we will identify and attract public and private sector funding for the transport interventions set out in the economic chapter
Doncaster Metropolitan Borough Council	Concern regarding RHADS was expressed that businesses were still looking more towards other major airports such as Manchester and Leeds.	The Strategy will increase the attractiveness of the airport to businesses through improving access.
Doncaster Metropolitan Borough Council	It was also raised that links needed to be improved from RHADS through opening up a station.	Enhanced public transport access to the airport must be taken forward to provide an attractive alternative to car travel for work and leisure trips. Places such as Barnsley and Doncaster have long term ambitions to introduce a station and direct rail links to RHADS
Doncaster Metropolitan Borough Council	Members recognise the vital role the improvements to WRW and FARRRS will play in the regeneration of Doncaster through creating jobs and unlocking housing sites. The strategy needs to ensure that the importance is made clear and supports the project delivery	The strategy recognises the benefits some schemes will provide to Doncaster as can be seen in Policy A, and Policy G which identifies the mentioned schemes as important for unlocking development and regeneration.
Doncaster Metropolitan Borough Council	A Member was concerned that there was no reference specifically made to the A1/A19 M18 link road project in the plan	The policies reflect the aim of this scheme however the strategy does not identify these specific issues given its remit.
Doncaster Metropolitan Borough Council	Doncaster would question the utilising limited rail investment on the promotion of high speed rail if it reduced investment in the existing infrastructure.	There is a lot of evidence on the benefits of HSR to the entire SCR including Doncaster, however we appreciate that short term rail improvements are critical. This is reflected in Policy D.

Doncaster Metropolitan Borough Council	Severe local congestion exists within our region and specifically in Doncaster and primarily concern should be targeted at tackling those problems first.	The strategy identifies that the priority is for the national and strategic networks. The strategic networks have been agreed with districts.
Doncaster Metropolitan Borough Council	Rail network delays at Junctions – Doncaster is highest in the region.	Policy D will make improvements to rail that will reduce delays and improve reliability. The Areas for intervention will be decided in the implementation plan.
Doncaster Metropolitan Borough Council	Lack of railway station platform space and the inability to delay intercity trains for and increased local train network.	We will work with Network Rail, operators and Government to improve service patterns, frequency and journey times to key destinations, encouraging attractive local services that do not compromise the speed and efficiency of intercity services. We will also work with local partners to improve access to the stations.
Doncaster Metropolitan Borough Council	Operator's resources – spiral of decline - reduced patronage - reduced revenue - reduced service - reduced patronage. One Member felt that the needs of residents should be considered particularly in terms of bus services routes and regularity.	The bus market is currently deregulated and the strategy focuses on improvements which are within authorities' legal remit. The option of regulating the market in Doncaster has been fully developed by the PTE and presented to the Doncaster council, which decided not to pursue the regulated alternative at this stage.
Doncaster Metropolitan Borough Council	Public transport passengers are suffering delays.	Policy B and D aim to improve reliability, both on the road and rail networks.

Doncaster Metropolitan Borough Council	No transport connection between some neighboring towns and major employment sites	Specific needs identified during our continuous work with the district officers have been reflected throughout the strategy, for example under policy F. Links that were not raised in these discussions are not identified as strategic issues.
Doncaster Metropolitan Borough Council	Journey times, queuing am/pm peaks on key routes needs to be targeted	The strategy includes specific polices to improve the bus network though this primarily involves influencing the operators. See policies B and N.
Doncaster Metropolitan Borough Council	Invest in transport schemes that improve the road infrastructure rather than try to force people on the bus to tackle congestion.	Road intervention for Doncaster currently plays a large part of the Transport Strategy.
Doncaster Metropolitan Borough Council	Plan school opening times so that they don't add to congested times.	We are unsure whether there is wide support for this. Further investigation would be needed before this could be addressed.
Doncaster Metropolitan Borough Council	We are not as focused on Sheffield, Manchester, and Leeds connectivity but to the wider hinterland N\S\E links. Advantage of ECML and RHADs as regional flagships that need marketing	This is reflected throughout the whole economic chapter and figure 2.2. See policy Q for tourism link.
Doncaster Metropolitan Borough Council	Sensible spatial planning – placing developments on the correct sites.	This is addressed in policy I.
Doncaster Metropolitan Borough Council	Members believe that too much emphasis is placed on changing how people travel rather than the reality of how people currently live and move around their community.	The reality of how people move and where they live is reflected in many of the policies, some of them are explicitly car-oriented. At the same time, we present clear evidence on the severe impacts of not

		changing current travel patterns, which would include serious damage to the area's economy due to congestion, lack of productivity and inability to attract investment. The strategy is trying to balance between these. We also note that at the moment, more Government funding is available for sustainable travel schemes.
Doncaster Metropolitan Borough Council	Members believed that improvements needed to be made to our fares and standards of buses as well as timetables/ timekeeping.	See policy P for fare affordability. See policy N for improvements to public transport.
Doncaster Metropolitan Borough Council	Incentivise more people to use public transport as a way of tackling congestion	Incentives to switch to public transport should arise from Policies N, O and P which seek to make public transport more affordable, accessible and catered to everyone's needs.
Doncaster Metropolitan Borough Council	Plan the borough so that access to amenities and work places can be accessed by walking.	See Policy I sees dense development in central locations and along transport corridors, leading to a reduced need to travel long distances and therefore walking and cycling become a feasible alternative.
Doncaster Metropolitan Borough Council	Transport for young people in education.	See policy P which will ensure concessions are used where they are most effective.
John Hoare - Regional Transport Forum	While DaSTS, as I understand it, was presenting a set of equally important goals and tackling climate change was certainly put on a par with economic growth, it is really disappointing that we seem to have limited climate change issues to 'reducing emissions'. This is an inadequate	The titles have very limited room for information and are a result of trying to turn a phrase into a title. Everything mentioned will be included under that title.

	response to the necessity to make significant moves to a low-carbon economy. These would be positive moves, not negatives, with huge business opportunities for those with the vision to take them. I find this expressed in the vision for LTP3 but it largely gets lost in the document.	Policies such as I which talks about development on current public transport routes are a very explicit manifestation of the sustainable growth agenda.
John Hoare - Regional Transport Forum	Regardless of representing environmental views on the SSG, I don't oppose all new roads on principle. However, I do see a great deal of empty new employment buildings all through the Don Valley, and vacant brownfield sites close to town centres. All these are readily accessible to those in need of work and have (or easily could have) good public transport. We fail in LTP3 to stress the opportunities for sustainable jobs in existing locations. Again, the document seems to have the wrong emphasis on developing new sites rather than maximizing the use of existing opportunities.	This is not a Transport Strategy issue. Whilst we hope that the Transport Strategy discusses a broad range of issues, there are some that are not in our remit. We talk about transports consideration in the decision to build new developments, however there is not room in a transport strategy to decide whether or not to build.
John Hoare - Regional Transport Forum	What we do want is reliable, affordable public transport, with integrated ticketing and timetables which meet the needs of the user not the convenience of the company. We want interchanges to work better because those who time buses and trains for different companies recognise the need to relate to others so as to provide seamless journeys. We look for operators who put the passenger first – and they do exist (try Service 36 between Leeds and Ripon, for example) and make profits as a result.	Providing a seamless public transport system – with up to date and real-time travel information, providing information in a variety of formats, accessibility to all and improved integration in terms of multi-modal ticketing and complimentary timetable
John Hoare - Regional Transport Forum	I think too that, as so often in South Yorkshire papers, the rural areas are neglected. Doncaster, for example, has the largest area of countryside of any metropolitan borough and Sheffield has a broad swathe of National Park. The environment deserves some recognition in any plan, as does the importance of transport for residents of outlying districts and for tourism. This is recognised under social inclusion but I am not sure that we give much attention to the role of community transport.	The strategy has been revised to emphasis the importance of the environment and tourism. This is covered in Policy Q and S
John Hoare -	The executive summary of policies looks overweight on safety issues, which are rarely	The Policies reflect the priorities of the districts.

Regional Transport Forum	raised at our user group meetings; the Interchanges are well controlled and bus shelters are well lit. There are issues, such as unstaffed railway stations, but they aren't as significant as the other aspects mentioned. Improved access for those with limited mobility – raised bus boarders at all stops and low floor buses on all services – is presumably an implementation issue.	The goal to Maximise Safety is the last of four priorities in the Strategy.
John Hoare - Regional Transport Forum	One final user point of wider relevance – there are increasing complaints about the state of many of our roads. The public would, I suggest, like to see more of the roads budget put into the maintenance of existing roads than into constructing new ones. If the new freedoms provided by the Coalition Government allow us to shift budgets in this way, this would be likely to be approved by your residents.	See Policy M which aims to ensure the networks in SCR are well maintained. A key theme throughout the Strategy is squeezing the most from existing assets. This means where appropriate roads will be improved and maintained rather than new ones built.
John Hoare - Regional Transport Forum	I agree with what you hope SCR will become but do not think that the volume of road building proposed in the substantive document is the answer; we should be placing more emphasis on traffic management techniques. Frankly there is so much in the way of vacant premises and unused brownfield land easily accessible already all over the sub-region to make any new road building virtually unnecessary for a decade	It is not the role of the transport strategy to direct building use. We aim to ensure sustainable access to new development sites. Road building will take place when it is necessary and will provide economic benefits. See policy B for network management techniques.
John Hoare - Regional Transport Forum	I read Local Transport Today and find Phil Goodwin's work very interesting. He demonstrates the returns that can be achieved from low budget items, such as smarter travel choice schemes and changing behavior. It seems to me that, especially in the current economic climate, these should be given much more prominence.	Smarter Choice schemes are addressed in Policy T.
John Hoare - Regional Transport Forum	It is disappointing that it is so hard to find the notion of sustainability anywhere in the treatment of the economy	We have developed a cross-cutting topic to represent the sustainability agenda, this with be used alongside the policies to highlight the importance we place on sustainability.

John Hoare - Regional Transport Forum	It is all well and good to say that LTP3 contains long-term ambitions which look ahead to a period of renewed growth but the document seems to me distorted towards 'strategic interventions' which it makes out to be urgent now, not aspirations when finance is more available. I have made such points before and no doubt you will have received much more detailed responses about these issues from environmental organisations. However, I still feel that there is a serious lack of balance towards costly items; I accept that this may be the result of local authority pressure. The big ticket items come first.	The document includes a balance of priorities. You are right that the large infrastructure schemes come first, but as we state in the strategy there is no priority attached to the order of policies
Mark Duggleby – GOYH	No idea of scale of the problems and/or ambition e.g. – what are the numbers for housing and employment growth assumptions and how do these relate to sites. Level of aspiration not quantified and document could be said to lack specifics	In the Strategy we specify trends we want to set and how we will set this out. Forecasting the magnitude of the outcome is difficult in times of economic uncertainty. Implementation plan will define targets in a more quantitative way.
Mark Duggleby – GOYH	The introduction to the Draft Strategy states that the LTP Strategy will only directly influence transport spending in S Yorks but the other SCR local authorities will continue to be responsible for their own planning and funding. Would it be useful to make clear just how the strategy is relevant to these other local authorities and whether it is expected to have an indirect influence? I am just slightly confused as to the document's status – the introduction is signed by the Chair of SYITA and the logos on the document are for the S Yorks authorities only, which implies no direct sign up by the Notts/Derbyshire local authorities.	This is explained in the introduction chapter 1.10-1.11
Mark Duggleby – GOYH	Are there any specific transport implications surrounding the type of business SCR hopes to attract and develop as part of its vision and what this might mean for the strategy e.g. are particular sectors suited to home working or are they reliant on shift working where commuting patterns are outside the peak and core public	The strategy does discuss specific sectors targeted for growth - (Manufacturing and Logistics) High level considerations dictate which sectors are to be developed, not

	transport hours, or how does the transport network cope with a concentration of logistics operations.	commuting patterns.
Mark Duggleby – GOYH	On a specific point, its unclear to me how SCR can deliver clean power sources – surely this is a national issue about power generation – so it would be helpful if the Strategy said a bit more about what SCR hopes to achieve here?	Thoughts on such projects are still in the formation stage. At the moment we are declaring our support for this.
Mark Duggleby – GOYH	Economic Challenges – in this section the Strategy talks about increasing modal share of public transport for travel to work, business and education but why not leisure and other uses (which elsewhere are stated as being the fastest growing form of trip)? Would it be better to just say increase modal share per se?	This has been revised as part of the redraft to form part of the evidence chapter.
Mark Duggleby – GOYH	Is there something missing the challenges section about encouraging flexible working to reduce the demand for travel in peak hours and leave the networks available for those that have to travel – if you believe the publicity, having flexible working practices is also good for productivity in itself	This is now included in the economic chapter under policy I
Mark Duggleby – GOYH	Is there enough on asset management? Bridge inspections, policy on weight restrictions, regular maintenance regimes	The level of detail mentioned here is not needed in the strategy; the importance of squeezing more from our assets is highlighted more throughout the Strategy.
Mark Duggleby – GOYH	Is there also something missing on freight issues – surely this is an economic challenge?	Freight is addressed in Policy A, B and C. Also in the Tram/Train challenges section
Mark Duggleby – GOYH	Would it be better to have a more general statement about the sustainability of employment sites? This would then cover making the existing sites more sustainable and also working to deliver sustainable new sites as and when they are required/come forward. One of the problems of some existing sites is their inaccessibility for non-car owners and this limits the workforce that employers can attract.	Our policy I is focused on the topic of development in sustainable locations, and is a key component of the strategy. The strategy presents a blend of aspirations, including SCR districts' ambition to make the most of the investment already made in the airport

		area and the business opportunities it brings
Mark Duggleby – GOYH	Climate Challenge Is there a challenge missing about dealing with the existing sites that are in unsustainable locations due to the historical pattern of development and, allied to this, the issue of having brownfield sites available for redevelopment that may not be in the ideal location in terms of sustainability? (Similar issue to previous bullet that it's both the sustainability of existing sites and new sites that needs to be addressed).	We have no points of strategic importance to raise about this, and actual action needs to be decided on a case-by-case basis
Mark Duggleby – GOYH	The challenges in the section, which is headed Climate and the Environment, seem concentrated on CO2 while other important environmental issues such as Air Quality, Noise and urbanisation are not mentioned (although in part they appear in the Health and Quality of Life Challenge).	Air quality and noise are addressed in Policy V and also recognised as an issue in Policy J.
Mark Duggleby – GOYH	Health and Quality of Life/Safety and Security There is no mention of school travel issues here. Given the impact this could have on reducing short journeys, encouraging active lifestyles, improving safety, reducing peak hour congestion etc, is this something that ought to have a specific entry – especially as providing home to school travel is a statutory duty for local authorities	Schools are now identified under Policy T and X
Mark Duggleby – GOYH	Under Safety and Security the issue of making public transport more safe and secure is mentioned but there is nothing on other sustainable modes – for instance, the provision of designated cycle routes, cycle parking, safe walking routes safe routs to school etc. One of the barriers to people using more sustainable modes is the fact that they are either not as safe, or not perceived to be as safe, as the car.	Policy Y and Z address the safety issues raised in this comment. See Policy S for cycle routes and cycle parking.
Mark Duggleby – GOYH	Is there enough mention of health issues such as noise, air quality etc (see comment above about the Climate and Environment Section not addressing environmental issues fully)?	See Policy V which addresses noise and air quality

Mark Duggleby – GOYH	Certain parts of the Network chapter could be interpreted as saying that dispersed patterns of development could continue but it is not clear to me whether this reflects existing land use allocations that are impossible to alter or whether dispersed development is desirable due to the dispersed settlement pattern. If a level of dispersed development is seen as desirable then perhaps the strategy needs to make this clear and set out a policy response – which might be to prioritise investment in sustainable transport in support of these dispersed locations.	This paragraph has now completely changed. It remains however that we prefer concentrated development, and this paragraph was suggesting what could happen without intervention.
Mark Duggleby – GOYH	What is the logic behind the greater development allocations in Doncaster? Do these cover both housing and employment or is it just employment? If it's the later, this may indicate a need to import labour which in turn has transport implications. Is this scenario desirable and will Doncaster actually create the environment in which firms take up the greater land allocations – which depends on several factors other than transport	The network chapter has been revised and consequently the paragraph removed. The reason for greater development allocations in Doncaster is due to them having larger boundaries and therefore more space for development.
Mark Duggleby – GOYH	The Overview chapter makes the point that transport investment to unlock sties leads to trip growth and increased emissions but does not go on to say what the response to this is or whether the modelled investment is car or public transport based (or both?). This is then followed up by suggesting new development should be in locations accessible by public transport while the last bullet then leaves the door open for "unsustainable" development to take place anyway. I am not too sure this forms a coherent argument about the policy going forward, especially as the last bullet could be interpreted as supporting any development as long as it creates jobs.	This section is now merged with others to simplify the structure of the document. We try to clarify the importance of building in sustainable locations, however at the same time there are places for which we should support less sustainable development in order to support our economic aspirations
Mark Duggleby – GOYH	SCR has connections to Kings Cross as well as St Pancras. Are we assuming that the ECML connection is not important as it is not mentioned nor does this reflect the issue of Sheffield-London connections rather than SCR-London connections? i.e. is this evidence of the Sheffield focus of the document?	Kings Cross and St Pancras are now mentioned

Mark Duggleby – GOYH	Does the M62 have a role in providing access to Manchester Airport for some parts of SCR, especially Doncaster and North Barnsley? Supporting text does not mention anything about access to ports which must be important to Doncaster and the M18. Not sure all the statements about access to RHADS would stand up to challenge – LBIA has greater throughput and also has no motorway link or rail connection.	Access to ports now referred to as part of policy C
Mark Duggleby – GOYH	Referring to policy G, I don't disagree that these schemes need to feature in the strategy as aspirations, but there is a distinction between schemes that are needed to unlock sites (BRT N) and those that will mitigate the impact of developments where the development is not dependent on the scheme (Waverley). It might also be worth distinguishing between sites (Waverley) and areas for regeneration (East Doncaster, Barnsley). Might be useful if the policy was about delivering interventions to unlock and mitigate the impact of employment growth?	The comment is accepted, however it is felt that the wording of the policy reflects what we want the schemes to achieve.
Mark Duggleby – GOYH	Should we say something about working patterns, weekend working, shift working and how PT can respond to these working patterns if they are to become more prevalent? This will be needed to provide access to jobs.	We also recognise that working patterns (particularly shift and weekend working patterns) do not always match public transport service provision and we need to develop public transport solutions that can better respond to the travel needs of these workers.
Mark Duggleby – GOYH	Don't know if this is the place for it but should there be a policy about travel planning – and in particular about how it might be required or related to new developments or particular sectors (school travel planning for instance). One of the strengths of the Sustainable Travel Cities bid was how it was focused in the areas and sectors where gains could be made.	Travel planning is included in chapter 6 under Policy T.
Mark	Is there something to say about the role of land	See policy I

Dunggleby – GOYH	use planning in encouraging active travel i.e. ensuring services and provided locally and local services stay open?	
Mark Duggleby – GOYH	Policy V – Should this be more specific and recognise that the statutory duty for AQMAs is to bring air quality back within safe limits – and it might be useful to say something about how to deal with future areas of concerns i.e. not having to declare more AQMAs	This has been incorporated into policy V.
Mark Duggleby – GOYH	Policy Q – is there a distinction that needs to be made between providing access for residents in SCR and also dealing with visitors from outside SCR who may tend to make longer and therefore car based trips i.e. tourists rather day trippers? Might be particularly relevant to attractions in the Peak District.	This is addressed in Policy Q.
Mark Duggleby – GOYH	Policy H – not totally sure what this is about – is it about the design of new infrastructure or about the replacement/modification/maintenance of what is there now? Is there a discussion to be had about the conflict between appearance and adherence to design/safety standards (current debate about guardrails is an example)	This policy relates to maintaining and improving current infrastructure as well as influencing design of future infrastructure. Accessibility and safety will be present in the design stage. Appearance will not take priority over practical features.
Mark Duggleby – GOYH	Policy Z seems to be about two distinctly different issues. One is the physical safety issue of people getting hit by trams and trains and the other one of the personal safety of people at risk from attack/intimidation of other people. Would it be better to separate these out as it would allow greater focus on two very different issues?	This chapter has now been revised. Policy Z Is now purely addressing safety on public transport.
Mayor of Doncaster	Within the text on our goals, The mayor wanted to see more emphasis on the goals on 'helping people get efficiently to where they need to go' and giving people transport choices; we indicated this underpins everything and agreed to make this more explicit	This is reflected in the Vision for the strategy and is evidenced through out the document. We have also introduced the cross-cutting topics which identify where we aim to provide people with choice.

Mayor of Doncaster	On land use, the mayor wanted to see a focus on development of housing in urban centres; we indicated there was a good fit with the LUTI related policy.	Policy I recognises the benefits of development in central locations with easy access to transport corridors.
Mayor of Doncaster	The mayor mentioned the Lincoln line and the importance of rail access to RHADS.	Rail access to RHADS is included in Economic chapter, Policy A.
Mayor of Doncaster	The Mayor was unconvinced that the benefits of HSR would spread to Doncaster, and wanted focus on ECML - which we said it did	Improvements to ECML are included in Policy D.
Mick Laver - Chair of Doncaster Older Peoples Parliament's Transport Committee	Transport for the elderly is of particular importance to our members, you speak of communities yet many still have limited or no bus service to them. This can divide or destroy communities rather than make them stronger. Many more rely on each other but are not linked by bus routes without making more than one bus journey. we have areas that have lost bus services and have to walk to access other services, some further than the distance laid down in the guideline that are considered reasonable walking distance. Some of these I know are out of your control and are down to operators wishing to maximise profit, but not all. I have many times raised with different officers within the SYPTE, the need to consider all transport initiatives.	See policies N and O which address the issues raised. These policies will provide transport covering all parts of SCR and ensure that it is accessible to all.
Natural England	The goals do not appear to take into account environmental benefits that transport improvement are able to deliver. The goals cover economy; social and climate change issues but fail to include environmental benefits. Natural England would therefore like to see the second goal amended to include "To reduce greenhouse gas emissions, enhancing and protecting the natural environment and reinforcing sustainability as a core value."	The goals reflect the priorities of the districts. The Natural environment will benefit as a result of a reduction in carbon emissions, which is highlighted in chapter 6. Sustainability is promoted throughout the Strategy.
Natural England	Network chapter, Draft Strategy - Public Rights of way network seems to be missing from this section. This is an important network by	These topics are included in Policy S. We aim to coordinate development of

	providing access for walking and cycling around the SCR. This needs to be maintained and enhanced so as to encourage more people to use the network as an alternative active mode of transport to motor vehicles. The Green Infrastructure network also needs to be incorporated into these networks.	walking and cycling infrastructure with Green infrastructure plans and Public Rights of Way Improvement plans.
Natural England	In the overview of the Draft Strategy the two growth scenarios appear to be very blunt and a third scenario should have been considered a sustainable growth scenario to help benefit all areas of sustainable growth not only employment and housing.	The evidence base gives detail of growth scenarios.
Natural England	Natural England has concerns relating to the policy of improving surface access as besides facilitating better public transport it will increase private motor vehicles access and hence increase unsustainable mode of transport resulting in higher CO2 emissions and consequent effects on climate change. We would like to see a stronger policy to prioritise new rail and bus services to RHADS airport with links to Doncaster mainline station.	The following comment is now included... There is also no direct rail link to the airport. Enhanced public transport links to the airport, including connections to Doncaster Mainline Station must be taken forward to provide an attractive alternative to car travel for work and leisure trips.
Natural England	Strong policies need to be in place to resist development that is not airport related so as to reduce unnecessary journeys to a relatively remote location. The policy needs to lock in the full benefits of the existing transport infrastructure to ensure maximum gain for minimum investment whilst also minimising the impacts on the natural environment by reducing the need for land take for new roads.	The following comment is now included... There is also no direct rail link to the airport. Enhanced public transport links to the airport, including connections to Doncaster Mainline Station must be taken forward to provide an attractive alternative to car travel for work and leisure trips.
Natural England	The links to Manchester Airport need to prioritise improved rail links via the Hope Valley line. Road improvements should be resisted as these links pass through International and National designated areas and would be against National Planning policy of major developments in designated areas.	Manchester Airport is important to the City Region and we need to ensure attractive public transport links are provided to encourage sustainable travel

Natural England	Natural England would like to see improved networks for walking and cycling and provision at rail stations for safe storage and access together with better public transport networks to rail stations.	Policy D will address access to railway stations and Policy S will aim to provide facilities such as cycle parking, to encourage active travel to stations.
Natural England	Natural England is very disappointed to see no Natural Environment benefits from the policies in the Economic section. This suggests that the SA/SEA has not picked up any issues relating to a conflict on policy and sustainability assessment or questions how effective the sustainability appraisal has been. It is concerning that the SA/SEA has not been published with the LTP consultation so as to cross check any recommendations from the appraisal. Natural England would like an explanation as to why the SA/SEA has not been published at the same time as this consultation.	The SEA will be published alongside the final version of the Strategy
Natural England	Natural England would like to see more environmental benefits in the Economic policies so as to provide integrated sustainability relating to transport provision in the Sheffield City region.	We have introduced the encouraging sustainable growth theme to identify where in the strategy we want to encourage environment benefits, linked to economic growth
Natural England	Air Quality is a target in policy V. As well as working on traffic management to avoid stop-start flow etc. use of green space (especially woodland) to mitigate the effects of poor air quality should be included also dulls noise pollution, creates a more aesthetically pleasing environment and provides green space for wildlife and, potentially, for people to enjoy as well as links to other green infrastructure functions depending on the site). Links need to be made between green space/green infrastructure strategies and the LTP relating to air quality and the provision of green space and corridors. For example Rother Valley is an AQMA due to the motorway and has, among other places, been highlighted as somewhere that green infrastructure investment could benefit air quality so the two clearly interplay with each other.	We recognise the benefits of green infrastructure which include improving air quality. See policy Q

Natural England	Access to and around tourist sites has been identified within the South Yorkshire Green Infrastructure work. Though the tourism interest in Sheffield City Region is largely outside South Yorkshire, tourism is a developing sector and the potential to increase both Public Transport and Rights of Way access to areas of tourist interest should not be ignored. Tourism access to the surrounding protected natural attractions such as the National Park and rural areas should encourage environmentally sustainable access and using tools such as visitor travel planning for countryside leisure destinations and targeted marketing to encourage behavior change.	Policy Q contains a full discussion on tourism and aims to provide sustainable access to green and recreational spaces.
Natural England	Economic challenge, encouraging people to walk, cycling or use public transport – indicators in this section do not relate to the challenge, indicators that should be included are km of new walking and cycling networks created, number of people using walking and cycling as a means to access employment, recreation and leisure facilities.	Mode split indicators are included and also cover walking and cycling.
Natural England	Social challenge, quality of urban environment and access to the natural environment, - indicators in this section should include other benefits which are gained from transport improvements such as number of biodiversity habitats created or improved, number/ length of green corridors created, number of additional trees planted compared to number removed as a result of roads altered or created.	Monitoring of this at a qualitative level is included. At a quantitative level, not all the items mentioned can be monitored without significant expenditure, which is currently not considered affordable.
Peak District National Park Authority	The Draft Strategy provides detail of import and export of labour to/from the City Region; has allowance been made for the fact that Barnsley lies within two city regions and that therefore movements to the Leeds City region from Barnsley are not strictly exports?	In developing the strategy we note Barnsley's dual role, but in this quantitative analysis the natural thing to do is consider Barnsley as part of SCR and not over-complicate the issue.
Peak District National Park Authority	The policy to keep fares affordable is welcomed, it is important that this also relates to cross-boundary services.	Cross-boundary ticketing is addressed in Policy N.

Peter Stubbs – Bradway Action Group	It's important to acknowledge and promote the idea that different modes of transport will be appropriate in different circumstances. There is a hint of this in the bit about promoting walking and cycling for short trips, but the possibility seems to be disregarded when you ask people to state their "usual form of transport" through the consultation.	This idea has been worked into chapter 6 in specific paragraphs 6.28 - 6.35
Peter Stubbs – Bradway Action Group	A detail - in promoting the links into Derbyshire, would it be possible to augment and amend the route of the M17 to provide a better orbital service between Meadowhead and Whirlow, linking up the radial services on the A61 (Chesterfield), A621 (Baslow, Bakewell, Buxton) and the A625 (Hope Valley, Castleton, etc) and the Hope Valley rail service at Dore Station. This would be very useful to a sizeable chunk of the local population who otherwise has to travel into Sheffield and out again.	The strategy only highlights schemes which have been identified as offering particularly high value for money. More detailed prioritising of interventions is done in the implementation plan
Peter Stubbs – Bradway Action Group	In promoting cycling, I wonder whether the provision of cycle lockers might be possible in popular areas, like railway stations, interchange, etc. Regretfully I don't use my bike much these days, but one thing that puts me off (apart from old age and laziness) is not so much the prospect of getting the bike itself stolen (after all, that can be locked up reasonably securely) but having bits nicked off it, like the saddle, lamps, wheels even!	Policy S seeks to provide cycle facilities, such as lockers, in town centres and public places.
Creative Sheffield	The key change is from the SY LTP to a SCR transport strategy and the introduction needs to answer the question why a SCR Strategy. This point is made later on in the introductory chapters, but it needs to be made in the earlier text. Some of the strategic transport issues need to be dealt with over a wider geography than districts or South Yorkshire. Sheffield as the key economic driver for the SCR draws people in from a wider geography than South Yorkshire, particularly to the south and as such some of the issues need to be addressed are cross border.	The text has been revised to clarify the reason for the SCR strategy
Creative Sheffield	Prioritisation based on Value for Money will need to be tempered with a view to the 'affordability' of these interventions. In the current squeeze on public expenditure the	This comment applies to the implementation plan

	schemes offering the best VFM will not necessarily be the ones that secure funds, it will be those that offer good VFM and are within the resources available. In the section on Local Investment Programmes it would be helpful to have reference to the 'Localism' agenda and the degree to which each Council will be free to spend its LTP resources how they wish. It is noted in the Strategy that there will be 'guidance' produced. There needs to more said about how, given that funding will still flow via the LTPs for South Yorkshire and the County Council's, the pan SCR transport Strategy will have an additional benefit to the previous separate LTP strategies for SY, Derbyshire and Nottinghamshire. The Structures on Decision Making Section describe the position in SY. The document needs to say something about how (if this is to be the case) the SCR Transport Strategy will be put into effect in the wider SCR area. The precise nature of the organisational and funding arrangements for regeneration activity from April 2011 onwards is still to be finalised. However it looks as though there will be a LEP that covers all or part of the Sheffield City Region. There needs to be some reference to this in the implementation part of the final version of the Strategy as this may well provide the forum at which transport issues beyond the traditional area of SY can be discussed. Hopefully this may be clearer by the end of this year.	
Public - Transport Users Group	May I ask what has happened to the Tram, Rail, Bus and P+R Strategies produced by the PTE? I cannot find any mention of them in the City Region Strategy. Surely those pieces of work should be included. Taking the Tram Strategy, issued in February 2009, many positive plans are included but no work seems to have got underway. When will these plans be executed? Are these plans just hot-air or will they be implemented? Both the individual strategies and the City Region Strategy should work together.	We are moving to a more consistent process where all strategies are aligned and will form the implementation plan for the PTE. This implementation plan will be aligned with their policies within the strategy
Public - Transport Users Group	South Yorkshire's equivalent authorities seem to have capitulated and abandoned any positive moves and opted for promoting BRT after pressure from the Government. As you and your senior colleague know BRT will not provide the benefits of the tramway however you dress them	The strategy has been written to provide scope for the most cost effective interventions to be delivered. The strategy does not rule out

	up. Trams always exemplify the positive characteristics of any city something buses do not and cannot emulate.	improvements to the tram network. This is covered under Policy D
Public - Transport Users Group	Most importantly the authorities SYITA, SYPTE, SCC, and Operators etc should work to create traffic restraint measures to support both tram and bus operations. Other measures should be progressed to improve public transport run times, don't just allow all the congestion to continue to obstruct trams and buses. SCC has to understand that the stupidity at Hillsborough (and other places) is just not acceptable. That organisation was responsible through its Design & Building Services Department for a lot of ridiculous decisions when the original tramway was built. (Norton Avenue and Park Grange Road are examples).	The strategy has been written to provide scope for the most cost effective interventions to be delivered. The strategy does not rule out improvements to the tram network. This is covered under Policy D
Rail Futures	Rail can offer an alternative to private transport and provide relief or the M1 which is a huge traffic generator.	We recognise the benefits of rail which is highlighted by several features in the Strategy including Policy D
Rotherham Metropolitan Borough Council	The policies included in the strategy are laudable but in some instances, there is repetition. For example three safety policies state very similar aims. Could these and other policies be reviewed and condensed into more concise single or dual statements	The Safety policies have been reduced to 4. The policies have evolved through a long process of discussion and compromise between SCR partners.
Rotherham Metropolitan Borough Council	It would also be useful to highlight specific areas of transport interest within the Borough. Areas such as the Deane Valley, Dinnington, Waverley and The Town centre and issues in those areas will be towards the top of our agenda.	The majority of the places identified are mentioned throughout the document. Changes have been made to the sense of place map to also address this. Policies O, P and S address the issues to be covered in these geographical areas.
Rotherham Metropolitan Borough Council	Some element of prioritisation needs to be adopted. For example, the policy of improving (promoting) vehicle efficiency only meets two out of 20 challenges whilst encouraging active travel meets 10 out of 20 challenges. Whilst active	We prioritise the economic goal over the three other goals. We chose 26 priority policies from a list of many dozens of policies

	travel is very, very important, the impetus behind low or zero carbon vehicles is likely to make them (or the infrastructure to support them) an equal or greater priority regardless of whether they meet more or less of our challenges.	suggested. It was agreed between partners that further prioritising would be superficial and unhelpful. Further prioritising of specific interventions would be included in the implementation plan. Affordability, too, is not discussed in the strategy but in the implementation plan. We attempt to make the final version shorter than the previous one but a long list of issues still has to be reflected due to their strategic importance to our partners.
Rotherham Metropolitan Borough Council	On the subject of priority, it would help if the plan highlighted areas such as the Dearne Valley, Dinnington, Waverley and The Town centre. Affordable transport issues in these areas will be towards the top of our agenda. Indeed, the Dearne Valley Project team has already replied to the consultation with a similar comment.	The majority of the places identified are mentioned throughout the document. Changes have been made to the sense of place map to also address this. Policies O, P and S address the issues to be covered in these geographical areas.
Sheffield and Rotherham Motorcycle Action Group	We believe motorcycles can offer benefits to help the partnership in achieving its goals. As the technology improves, the natural size and weight advantages of the two wheeled vehicle show benefits that are more pronounced than in other forms of transport. As we also mentioned above, we could assist the panel in fulfilling policy where public transport is unlikely to be cost effective either due to the environment, and the alternative is the private car or taxi. The wheels to work scheme is a prime example of this, and we would like to see a continuation of the support for this scheme and assistance with others where appropriate.	We appreciate the support for the scheme and are keen to continue with this. This is reflected in Policy K.
Sheffield and Rotherham Motorcycle Action Group	The first section on economic growth policies is naturally one with a wide scope, taking a very high level view of the challenges facing the city region over the next fifteen years. All of the points in the section are exactly the sort of	Where network surfaces cause an immediate risk to the public, we seek to address them with haste. We do say within the policy

	policies we would like to see from an authority looking to improve the attraction of a region which is still recovering from its past. The main point we would like to focus on in this area is M, which concerns itself with the maintenance of the road network. The harsh winter that 2010 brought us has caused significant issues across the road network in the form of potholes, which are one of the worst hazards to come across on a motorcycle. From this, we feel there is a significant need to focus on this aspect of the plan in the first phase of implementation.	that squeezing the most from our current assets is key. Therefore, where we can improve or maintain current networks, we will do so.
Sheffield and Rotherham Motorcycle Action Group	Having read the recently released accident statistics for 2009 from the department of transport, the trend is in the right direction for motorcycles across the county. This doesn't mean that the work is done, as the plan recognises in the safety and security statements. As most organisations still see us as a vulnerable road user group, we would like to see the efforts continuing to help us lose this tag. In addition to the current efforts to modify roads to include it, we would also like to see support for post-test training and assessment schemes to continue the trend further. Some other regions offer a subsidy for their residents if they meet certain criteria, and it is my understanding that similar schemes have been operated to bring down young driver casualties in the region.	This is covered in Policy Y.
Sheffield and Rotherham Motorcycle Action Group	As a general point, we would like to be included in the implementation phase of the plan to add an understanding of how the changes might affect motorcycles. If it is feasible, we would like to see the creation or resurrection of a road user's forum, with as many representatives of all road user groups as can attend. Ideally, we would like to see the police, ambulance and fire services on board, alongside the bus companies and SYPTE and representatives of cycling groups and freight companies to offer their insights and concerns. The road safety partnership should also be present, as their insights will be valuable.	This comment applies to the implementation plan, and has been passed to the authors for consideration.
Sheffield Campaign	Introduce Quality Bus Contracts as soon as possible and then progress to a full integrated transport system for our city region.	Quality Contracts are outlined in Policy N.

against Climate Change		
Sheffield Campaign against Climate Change	Implement integrated ticketing on all bus and Supertram routes within the Sheffield travel to work region.	Integrated Ticketing forms part of Policy N.
Sheffield Campaign against Climate Change	Create a Freight Consolidation Centre – possible located off Parkway or Ring Road to reduce or eliminate the number of inappropriately sized vehicles entering particular urban area.,	Freight is addressed in Policy C. The detail within this comment is too great for the Strategy.
Sheffield Campaign against Climate Change	Cycle Hire Scheme – using cycle docking station, use it as you like, and then return it to a cycle docking station at your final destination: roll out the scheme based on the London initiative for 2010	This specific way of operation has not been identified as a strategic priority. Cycling is general is a key issue in the strategy and covered under several policies.
Sheffield Campaign against Climate Change	Provide new direct bus services to the Royal Hallamshire Hospital, Children's Hospital and Sheffield University from Sheffield's Sheaf Valley corridor.	Policy N sees that we consult with healthcare providers to ensure that services cater for customer needs. He level of detail in the comment is not needed in the strategy.
Sheffield Campaign against Climate Change	Enforce 20mph speed limit and increase 20 mph zones in residential areas	This is included in the Safety chapter under Policy X.
Sheffield City Region - Dearne Valley Eco Vision	Provision of sustainable access to job opportunities in the Dearne Valley for local people and those commuting in from outside the area	Policy K aims to provide sustainable access to job opportunities across SCR; however no specific interventions are mentioned as this detail will come out in the Implementation Plan. Dearne Valley is highlighted in the Strategy as a priority area for integrated interventions.
Sheffield City	Ensure new development sites do not lead to	See Policy I

Region - Dearne Valley Eco Vision	over reliance on the private car	
Sheffield City Region - Dearne Valley Eco Vision	Explore low carbon vehicle options for journeys which cannot be replaced by walking and cycling	See Policy R
Sheffield City Region - Dearne Valley Eco Vision	Develop high quality walk and cycle routes to support an increase in active travel.	See Policy S
Sheffield City Region - Dearne Valley Eco Vision	Ensure that those without access to a car in the Dearne Valley are not denied opportunities as a result.	Polices N & O will ensure people without car access will not miss out on opportunities.
Sheffield City Region - Dearne Valley Eco Vision	Ensure safer roads to encourage a shift to walking and cycling for appropriate journeys	Our Safety chapter will ensure that the roads are safer for all users and reduce casualties. Although it is not mentioned explicitly, an outcome of these achievements will be that people are encouraged to walk/cycle more.
Sheffield First Environment Partnership (Rachel Wileman)	The Chair asked the Board to consider whether the Strategy was ambitious enough and ways in which it could be made more so, and highlighted the importance of transport as an issue for carbon reduction.	The ambitions of the strategy reflect the views of the districts. The acknowledgment of the effect transport has on carbon reduction is present throughout chapter 6.
Sheffield First Environment Partnership (Rachel Wileman)	Important issues for consideration were carbon reduction, climate adaptation, the resilience of transport infrastructure, people and health, and it felt that the Strategy should be delivered against these priorities. The Group also felt that the Strategy was a responsive document which should align to the Local Economic Partnerships	Economic growth is defined the priority goal by the districts. After the LEP announcement, the strategy has been revised to take this into consideration.
Sheffield First Environment Partnership	Emphasis should be placed on transport as a vehicle for social inclusion, enabling and facilitating, being more than just a means of	See chapter 5 - To Maximise Social Inclusion & Health. See also

	getting to work. It also felt that there was no action to tackle walking, cycling and green and open spaces and that these needed to be targeted.	Policy S, chapter 6.
(Rachel Wileman)		
Sheffield green Party	We believe strongly that there should be an increase in the proportion of travel that is undertaken by walking, cycling and public transport, with a corresponding reduction in car use.	We aim to promote sustainable travel throughout the Strategy. See Policy S which specifically aims to encourage active travel.
Sheffield green Party	Of the strategy's 4 strategic goals, we give greatest emphasis to the goals relating to: reducing greenhouse gas emissions; maximising health benefits and social inclusion; and making transport safe and secure.	The districts have placed greatest emphasis on economic growth, therefore this sis the guiding goal behind the Strategy.
Sheffield green Party	We agree that the transport strategy should be closely linked to land use policy. It also needs to recognise and support changes to working and living patterns.	This is recognised under Policy I and T.
Sheffield green Party	Each main strategic option should be evaluated against a number of key performance indicators, such as travel times, congestion, the balance between modes of transport, safety and accidents, emissions and air quality.	In chapter 8 - Outcomes & Monitoring - there is a range of indicators for which the policies performance will be tested against.
Sheffield green Party	The city region's transport strategy should not be based on a philosophy of 'predict & provide'. In other words, it shouldn't merely provide transport arrangements to meet predicted travel patterns. Instead, the strategy should play a major role in influencing people's choices, behavior and travel patterns.	Many policies throughout the strategy aim to influence peoples, choices, behavior and travel patterns.
Sheffield green Party	We understand that some stakeholders have given most weight to goals a & c. By contrast, we give greatest emphasis to goals b, c & d. In saying this, we fully recognise the importance of economic prosperity for the city region and more widely. However, it is important to note that prosperity does not necessarily require overall growth, as the Sustainable Development Commission has pointed out, though growth in	We aim to strike a balance between the goals of economic growth and carbon reduction. The prioritisation of the goals has been set by the districts.

	certain sectors may genuinely be needed. In any case, we have serious doubts whether the two goals of economic growth and reduced greenhouse gas emissions could be achieved simultaneously	
Sheffield green Party	We consider that the city region's transport strategy should be closely linked to land use policy, because we believe this is a key to the strategy's success. Without a close link of this kind, it is difficult to see how the strategy's goals could be achieved specifically; the strategy should dovetail closely with Local Development Frameworks. For example, sustainable travel arrangements need to be built into new developments and regeneration; and there should be plans for mixed-use developments where shops, housing and businesses are close together. We note that the strategy acknowledges this in various places.	Land use policy plays a strong part in the strategy, coming under the main goal of achieving economic growth. See policy I. We aim to focus development around existing transport corridors and in central locations so that they are close to existing transport links, and reduce the need for long distance travel which encourages the use of walking and cycling as a means of travel.
Sheffield green Party	The strategy also needs to recognise and indeed support changes to working and living patterns, eg trends in home-working.	This is recognised under Policy I and T
Sheffield green Party	The Strategy's policies should encourage an increase in the proportion of travel that is undertaken by walking, cycling, public transport, or a combination of these.	Policy S promotes walking and cycling as a means of travel, whilst many of the other policies will indirectly result in encouraging walking and cycling, such as Policy I and Q.
Sheffield Policy B Meeting Group	Bus services currently don't seem to serve vulnerable communities or people seeking employment – what will strategy do about that?	See policies O & P. The Strategy aims to make transport accessible to all, especially vulnerable communities, along with linking people with employment, which fits the priority goal of economic growth.
Sheffield Policy B Meeting Group	Is the strategy looking at the impact of reducing fares to grow patronage? Stagecoach does this, but it is not mentioned in the strategy. Why not?	See policy P. A more ambitious policy is not included since the SCR districts do not find this feasible, due to lack of

		resources to fund such a scheme.
Sheffield Policy B Meeting Group	How will the strategy ensure that buses remain affordable for older people and the more vulnerable? Policies for public transport not just about getting motorists out of their cars	The strategy sets out that the policy will set this as a priority. The Implementation Plan will give detail on how this will be achieved.
Sheffield Policy B Meeting Group	How is information to tentative cyclists being distributed and is there a policy to make more information on cycle routes available to cyclists?	The strategy talks about promoting cycling at a high level. The specific topics can be further developed in the implementation plan if delivery group gives it a high priority.
Sheffield Policy B Meeting Group	Welcome policy to make fares more 'affordable', but how specifically will you do this?	Some parts of SCR are undergoing analysis as to whether stricter regulation will bring benefits along with voluntary contracts.
SY Safer Roads Partnership	There is much about the importance of transport investments but I feel 'getting the best out of what we've got' should also feature prominently in the SYITA Chair's Foreword.	Squeezing the most from existing assets is a key theme that features prominently throughout the Strategy alongside 3 other themes. See Executive Summary for info.
SY Safer Roads Partnership	'The Challenge of Climate Change and the Environment' is strong on CO2 but doesn't mention other environmental challenges, for example, Safer Roads contribution to environmental quality, impacts of light pollution and creeping urbanisation and decluttering/reduced signing and other street furniture.	Environmental issues addressed in chapter 6 - Reducing Emissions. Signage and street furniture are not strategic issues. Light pollution has not been raised by stakeholders as strategically important.
SY Safer Roads Partnership	In Policy M is there enough here about maintenance and the need to get more out of what we have and its impact on safety and the economy?	The importance of "squeezing assets" is now highlighted as a key theme throughout the strategy
SY Safer Roads Partnership	Policy S has strong links to Safer Roads and we need to avoid repetition and duplication of effort particularly regarding training and exposure to	There is some overlap between many of the policies but not necessarily

	risk.	repetition. This policy is a specific response that does not focus on the safety aspect; rather safety is a feature of the policy not the focus.
SY Safer Roads Partnership	There is an opportunity to point out the links to safer roads and secure and safe public transport networks in the Social Inclusion chapter.	The topics have been dealt separately in the strategy with the scope for collaboration on projects through the implementation and delivery
SY Safer Roads Partnership	Under Key Achievements, I suggest a third paragraph starting "We have embarked on many initiatives involving road safety education……" as this is a separate topic from incidents involving public transport.	This is now included in the achievements section in the Vision chapter.
SY Safer Roads Partnership	I feel Policy S3 should be broader and suggest: "To ensure our networks are designed and maintained to a high standard of safety."	Policy H will develop high quality public places and ensure the design of network improvements comply with safety considerations.
SY Safer Roads Partnership	Perhaps Policy S6 would be better separated out into two because reducing casualties on public transport systems and improving perceptions of safety and security are different things.	This chapter has now been revised. Policy Z is now purely addressing safety on public transport.
SY Safer Roads Partnership	The Outcomes & Monitoring chapter refers to the Future of Urban Transport report and in particular the "£8.7 billion annual nation cost of urban [my italics] road accidents" (paragraph 11.14). Accidents also occur in rural areas and casualties are generally more severely injured and so should not be excluded. There is the opportunity to round this up and also include something about "the inevitable impact on the local economy, health, emergency and breakdown services as well as pain, grief and suffering for victims and families."	The points raised here are too detailed for a summary. These are covered in the Safety chapter.

UNITE The Union	In addition to the above, the SYPTE and Sheffield City Council need to reappraise the current policy on private car access and parking facilities in the City Centre in order to discourage car use and incentivise the use of local public transport.	Refer to Policy J.
UNITE The Union	Park and ride schemes should be introduced but must be designed to attract those driving into the city from outlying areas where local public transport provision is poor or non-existent.	Maintaining the quality of our existing, and where appropriate providing new Park and Ride facilities, improving access to the public transport network by car or bicycle and encouraging more sustainable journeys into our urban centres from outlying locations where public transport may not provide a direct option.
UNITE The Union	Bus lanes and bus priority measures must be improved and above all enforced. Bus services need to integrate and feed into the tram network, rather than operate in competition with it.	Providing and enforcing dedicated lanes and priority measures to improve competitiveness, ease of use and smoothness of journey.
UNITE The Union	Transport information needs to be improved and provided to much higher standards at bus stops and in bus shelters, and the SYPTE journey planner website modernised, made more accessible and more accurate.	The comments made are all reflected in Policy N.
UNITE The Union	The Quality Contract principle is referred to as the "controlled competition model" in the EU Regulation on Public Service Obligation in Local Passenger Transport 1370/2007 and is not only the preferred competition model within the EU Commission but also has a successful track record across most EU member states where municipal networks have been privatised. This is because the Quality Contract principle allows the control of the network to be retained by an accountable public authority which would hold the power to define the routes and timetables, the reliability and quality standards and even the fares levels. Because the area network is then contracted out to one operator via a contract	See policy N. We are currently working towards a Quality Contracts business case and will take into consideration the evidence provided.

	tendering process with exclusive rights to operate, over bussing and wasteful competition can be eliminated and a more efficient cross subsidy system can be put in place. In effect the successful contracting operator has the opportunity to generate profits on the busy core routes but is obliged to provide the less profitable or even unprofitable services on non-core routes which form an essential part of a thriving and attractive bus network. It is therefore quite possible that the overall cost of supporting tendered bus services under the current system will exceed the total subsidy necessary to support a Quality Contract over the same area. However it would be hoped that funds would allow for a general fares subsidy in order to reap the full benefits of a Quality Contract, as current fares levels are prohibitively high under the current unregulated market.	
As some comments were repeated by several stakeholders, the following section gives a summary of these comments and the response to them.		
Peak District National Park Authority & Campaign to Protect Rural England	The Strategy needs to acknowledge the PDNP when referring to green and recreational spaces and emphasise the role which it plays in the SY tourism industry. It is also important that when delivering access to the PDNP that this access is sustainable and must conform to Government regulations.	The PDNP features heavily throughout policy Q. We aim to provide sustainable access where possible.
Campaign to Protect Rural England & Sheffield Green Party	The focus of the Strategy should be on changing people's behaviour and influencing decisions.	The theme of influencing behavioural change is present throughout the Strategy.
Campaign to Protect Rural England Natural England Barnburgh Parish Council Peak District National Park Authority	Comments focused on the need for the Strategy to include and consider rural areas of SCR and not just urban environments.	Rural and urban areas are covered in the Strategy. Policy Q and S relate directly to the rural environment.

SY Safer Roads Partnership Mark Duggleby	The Strategy should include improved access to East Midlands Airport	This is included in the evidence chapter and within the economic policies.
Barnsley Metropolitan Borough Council	Several comments were given by Barnsley relating to the acknowledgement of their position between South and West Yorkshire, the need for future partnership working between both areas and the role Barnsley can play when doing this.	This is discussed in the introductory chapters to the Strategy.
Natural England Sheffield First Environment Partnership	Comments related to the need for improved/increased green infrastructure in the City Region and the benefits it can achieve in relation to achieving the goals.	The term 'Green Infrastructure' will not be used, however the idea has been incorporated into the Strategy, as can be seen in Policy Q and S.
Sheffield Campaign against Climate Change Sheffield green Party Campaign to Protect Rural England Sheffield First Environment Partnership (Rachel Wileman)	The Stakeholders were disappointed with the carbon reduction targets and noted that the Strategy should take account of national legislation and guidance.	The whole Strategy has been informed by national guidance. The 10% targets referred to were not targets, but figures that could be achieved through the strategic interventions.
Highways Agency	Comments received from the highways agency included references to interventions where joint working is required and areas where they wish for current collaboration to continue	We acknowledge the future need to work in partnership with the Highways Agency on some strategic interventions and welcome continued partnership working.
Chesterfield Borough Council	A number of suggested schemes were given for possible inclusion in the economic chapter of the strategy.	Reference to Chesterfield in Fig 2.2 and Policy H.
Barnsley Metropolitan	Several suggestions were given to reopen unused railway lines and stations for improved	These suggestions are more appropriate for the

Borough Council Doncaster Metropolitan Borough Council	connectivity and capacity.	implementation plan, where this level of detail will be given. The Strategy does support the protection of former rail lines for possible future use.
Public-Transport User group	Several comments were given suggesting extending the current Tram services/tracks	Covered under Policies D and N.
Sheffield Campaign Against Climate Change Sheffield First Environment Partnership (Rachel Wileman) Sheffield Policy B Meeting Group	Comments based on the idea that there should be a synergy rather than dichotomy between the economic and carbon reduction goals. There was some concern that the carbon reduction goal was overshadowed and under threat from the economic growth goal.	The Strategy will aim to strike the right balance between economic growth and carbon reduction.

Advanced Stakeholder Consultation Summary

4.19.   Overall the comments from stakeholders related to every aspect of the Strategy and it is therefore difficult to give a definitive outcome.

4.20.   The majority of the comments related to the goal of economic growth or one of the policies which it contained. This reinforced the decision to make economic growth the overarching goal of the strategy.

4.21.   Another strong topic was the need to apply the policies to rural areas and not just the urban population.

4.22.   In general the comments from stakeholders showed support for the Strategy and provided guidance in order to make the policies more robust for the whole of SCR.

5. Consultation and Engagement Summary

5.1.　This Evidence Base document, the forth in the series of eight documents, describes the extensive consultation process that has been undertaken over an 18-month period. During which time we have collected feedback from a large number of organisations, groups and individuals

5.2.　Consultation findings have been critical in directing the decision making process, and shaping the development of the Strategy. The feedback has been used effectively to develop the goals and policies within the Strategy, and has provided knowledge by both experts and other local people, to create solutions to the challenges identified.

5.3.　The key messages from this Evidence Base document are summarised below:

- The Sheffield City Region stakeholders and public firmly believe that national and international connectivity is a key theme. The Strategy Steering group, Local Strategic Partnerships and business groups see improving the means for rail services to expand, will improve connectivity in a sustainable manner and will attract businesses and people to the region and help improve the economy.

- The Voluntary sector suggests that a public transport system which is accessible to all, has a fair pricing system and allows for integrated transport use would make the system more attractive.

- Environment, transport and non-transport groups feel that education for smarter choices such as walking and cycling will help address a number of challenges. Congestion and health factors would be significantly affected by investment in smarter choices activities and improvement of the walking and cycling networks.

- Sectors outside of the transport sphere have stressed the importance of the need to align national and local policies. Aligned policies will allow organisations to make future decisions more robust. Political Stakeholders must be in agreement with the policies and understand the implications on their districts.

- Public responses to the Strategy were heavily centred around the social inclusion goal and in particular focussing on improving the reliability, accessibility and affordability of public transport. The public also wanted to see improved connectivity to other large cities.

- Stakeholder responses to public consultation were centred on improved walking and cycling facilities and infrastructure, along with improving the public transport offer in Sheffield City Region. A large number of comments noted the need for improved links to international gateways

- The four South Yorkshire districts put emphasis on economic growth becoming the priority goal driving the Strategy and were in general agreement with the direction of the policies.