
southyorkshire
local transport plan partnership

**SOUTH YORKSHIRE FREIGHT STRATEGY
DRAFT – FEBRUARY 2011**

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1 BACKGROUND

- 1.1 The transportation of freight is essential for the efficient operation of business and, therefore, our economic well being. The movement of goods, however, can cause disturbance and nuisance for those who live near main roads, railways and depots or are otherwise affected by the movement of goods vehicles, particularly in respect of noise, emissions and traffic conflicts.
- 1.2 The quantity of freight transported in the UK has continued to increase over time – with distance travelled increasing more quickly than the volume of goods transported. Road transport dominates freight movements, carrying two-thirds of goods moved. In recent years, however, the mix of road freight traffic has changed, with the number of Heavy Goods Vehicles (HGVs) reducing, while the number of vans has increased markedly. Road freight accounts for 84% of goods moved¹, but despite this dominance, there has been substantial growth in rail freight.

2 NATIONAL POLICY CONTEXT

- 2.1 The influence of logistics on national transport policy was highlighted in DaSTS (Delivering a Sustainable Transport System). A daughter document, “DaSTS: The Logistics Perspective”, was also published to look in more detail at the issues concerning the movement of freight within Great Britain and highlighted the economic, environmental and social importance of logistics and trade activities. Furthermore other policies such as those from other government departments covering climate change also recognise the role of logistics in minimising road transport emissions. The Department for Transport (DfT) published its “Low Carbon Transport: A Greener Future – Strategy” (July 2007), setting out the actions being taken to deliver reductions in transport emissions.
- 2.2 The DfT recognises that effective engagement and dialogue with the logistics industry in the form of introducing Freight Quality Partnerships (FQPs) is essential in addressing the freight related issues facing both the freight haulage industry and local authority LTP priorities. These include:-
- Agreements on routing.
 - Load sharing.
 - Town centre access (which can help reduce congestion).
 - Emissions.
 - The number of vehicles in and around urban centres.
 - Road Safety.
- 2.3 It is important to note that many transport related activities deal with both freight and non-freight issues at the same time, due to commonality of ‘key routes’ between passengers and freight. As such, consideration of freight issues have to be integrated into wider decision making processes. This applies equally to ‘rail freight’ projects as to road based solutions, which have wider benefits for passenger services - an example of which is in South Yorkshire with the freight scheme at Shaftholme Junction on the East Coast Main Line (ECML), which will have the effect of freeing up capacity on the ECML for additional and faster passenger services.

3 OUR LOCAL TRANSPORT STRATEGY

- 3.1 The Yorkshire and Humber Regional Freight Strategy “Freight and Logistics Intelligence for the Regional Transport Strategy” (FLIRTS) was launched in March 2005 following stakeholder consultation, which included support from the South Yorkshire LTP Freight Group. FLIRTS provides a useful reference for development of a South Yorkshire Freight

¹ “Freight Modal Choice”, April 2010 (DfT)

Strategy and facilitates partnership working with other Authorities to deliver cross boundary initiatives.

- 3.2 The Sheffield City Region Transport Strategy (2011 – 2026), was published as a draft for consultation in July 2010. The Strategy is based around four goals, which are the wider outcomes that our transport system is supporting:-

To support economic growth – The movement of freight is a vital aspect of the City Region’s economy. Tackling unreliable journey times, congestion and improving connections on all transport modes as well as enhancing the attractiveness of key locations are central to our Strategic objectives.

To enhance social inclusion and health – The majority of operations involving the transportation and storage of freight can have direct impacts on the location / accessibility of facilities as well as to health and quality of life issues, particularly in respect of emissions, noise, vibration and ‘out of hours’ operations.

To reduce emissions – Most freight transport is powered by fossil fuels, with significant effects on air quality and a substantive contribution to domestic greenhouse gases.

To maximise safety – Although the number of incidents involving goods vehicles is relatively low the consequences can be significant, both in terms of severity of casualties and impact on transport networks. Other Health & Safety issues as well as security also need to be considered in respect of freight transport and associated storage / parking arrangements.

It should be noted that although freight’s impact on some of the issues referred to above have reduced, key issues remain.

- 3.3 The Transport Strategy includes a specific section and explicit policy relating to ‘Freight and Logistics’ (paragraphs 4.33 to 4.41, and including policy C), an extract of which is included as **APPENDIX A** to this Freight Strategy.
- 3.4 Our Transport Strategy incorporates the third South Yorkshire LTP strategy and establishes the framework against which the LTP3 Implementation Plan will be developed. This will set out the actions we propose to take over the next four years (2011/12 to 2014/15).
- 3.5 The proposal for a Sheffield City Region Local Enterprise Partnership (LEP) was submitted in September 2010. The Partnership brings together the City Region’s businesses and local authorities to lead and coordinate action and investment to strengthen economic growth and rebalance the economy to increase private sector investment and job creation. The LEP proposals are summarised as follows:-

Investment and innovation in priority sectors – Including ‘sector’ development programmes and business investment to promote the City region as a competitive location for investment. Freight is specifically identified in the proposal as a barrier in that it has a weak offer so far as the aviation sector is concerned.

Enterprise and business growth – Specifying and helping to deliver business support.

Skills and Employment – Involving an ‘Advanced Manufacturing’ apprenticeship programme, joint venture partnership and appointment of work programme contractors.

Unlocking economic potential of key development areas – Through a focused and coordinated approach to transport, infrastructure and property regeneration

interventions to bring forward main areas of development. Developing finance mechanisms to unlock economic growth.

Improving international transport connections – By enhancing access to national and global markets; increasing capacity / journey times on the East Coast and Midland rail mainlines; delivery of a High Speed Rail route to the region; and enhanced rail connections to other major cities.

Housing and Quality of place – Ensuring investment is coordinated and responds to local priorities.

- 3.6 In support of the Sheffield City region LEP and our LTP3, we are developing this South Yorkshire Freight Strategy and Action Plan through the reformed South Yorkshire Freight Partnership Group and in synergy with other policy measures, considering all modes used for the transportation of freight including road, rail, air, waterways and pipelines.

4 FREIGHT IN SOUTH YORKSHIRE

- 4.1 The movement of freight throughout South Yorkshire is key to the continual and successful economic regeneration of the area. The considerable investment as a result of Objective 1 status, aimed at reducing deprivation and improving the local economy has resulted in a considerable number of freight operators and logistics specialised organisations locating in South Yorkshire. In addition a number of retailers in sectors such as food, clothing and DIY have established regional and national distribution centres in South Yorkshire, thereby demonstrating the potential future increase in freight movements across the sub region. Furthermore, with existing spare capacity, for example within the Sheffield and South Yorkshire Navigation Canal, and investment in future freight capacity expansion, at developments such as Robin Hood Airport Doncaster Sheffield (RHADS), together with significant leaps forward in network management through Intelligent Transport Systems (including sylTS), South Yorkshire has a firm platform upon which to develop an efficient and sustainable distribution strategy.
- 4.2 As at the national level, road freight is the most widely used method of transporting goods within this region, providing a flexible means of distribution, particularly with the increase in “just in time” deliveries. However, since 1993, South Yorkshire has experienced an average growth in traffic of more than 25%, leading to problems associated with congestion and further implications on road safety and air quality. Congestion directly affects the transportation of goods by increasing delivery times and reducing the reliability of deliveries. In turn, these delays negatively affect the day-to-day operations of hauliers and businesses and thereby the economy of the SY region overall. We need to address this issue in order to better manage traffic and prevent these problems being exacerbated in the future. There are close linkages between a number of the local authority policies in relation to environment, transportation and planning and the efficient movement of freight. For example, the introduction of decriminalised parking needs to reduce indiscriminate parking on all major routes into urban areas, thereby contributing to reliable “just in time deliveries”.
- 4.3 A number of specific ‘freight’ related issues have already been identified by the South Yorkshire Freight Partnership Group. These include:-
- Mapping and signage of freight routes.
 - HGV routeing, including south west Sheffield (and relationship with Derbyshire).
 - Information on events and significant delays, including liaison with the HA (particularly in respect of adverse weather conditions).
 - Lorry parking, particularly in relation to standards / security of facilities.
 - Enforcement.
 - Interchange of freight modes.

- Collisions / incidents involving HGVs, particularly on the HA “National Network” and the South Yorkshire “Strategic Network”.
- Use of bus lanes / gates by goods vehicles.

4.4 A number of significant freight related initiatives are already underway or are proposed in South Yorkshire. These include:-

- Eco-stars.
- Proposed Strategic Rail Freight Interchange (Rossington Inland Port).
- North Doncaster Chord, Shaftholme Junction.

4.5 Our proposed Action Plan is set out in **APPENDIX B**. These actions will form the basis for freight solutions within South Yorkshire in accordance with Transport Strategy / LTP3 objectives. It must be noted, however, that the first priority will be to instigate a Freight Quality Partnership (FQP).

5 GOVERNANCE

- 5.1 This Freight Strategy and accompanying Action Plan is intrinsically linked to our Transport Strategy and hence will include considerable partnership working and stakeholder involvement, as well as Local Authority inter-departmental working, to ensure that freight movements are sustainable whilst remaining economically viable. This is particularly relevant as ever-smaller profit margins, recruitment, retention of staff and training are issues facing a large number of freight operators.
- 5.2 Each of the Local Authority partners represented on the South Yorkshire Freight Partnership Group will identify a freight champion to actively coordinate activities and joined up thinking with key colleagues in other departments as well as local stakeholders. This will ensure that the movement of freight is effectively managed within South Yorkshire and the adjacent cross boundary areas. The group will actively involve officers concerned within road safety, traffic management, air quality, economic development, development control, planning policy and the traffic manager in the consultation process for the freight action plan and strategy, as it is acknowledged that success is dependent upon cooperation and commitment from all stakeholders.
- 5.3 It is anticipated that the wider land use planning, development control and environmental aspects of freight movement will feature in emerging Local Development Frameworks (LDFs). We will work to ensure that future planning guidance recognises the importance of freight in the long term. Furthermore, South Yorkshire Freight Partnership Group will continue to develop links with Local Authority Development Control Officers and the Highways Agency through the Memorandum of Agreement (MoA) process and will work towards the development of high quality connections to major business and employment centres.
- 5.4 The South Yorkshire Freight Partnership Group supports the main LTP Implementation Groups, which in turn report to Senior Officers and Councillors under the South Yorkshire Integrated Transport (ITA) governance structure. **APPENDIX C** summarises the structure and relevant reporting links. Although the main relationship exists with the “Congestion & Network Management Implementation” group, the group’s agenda is relevant to most of our Implementation Groups. It will also be necessary to strengthen relationships with the Highways Agency and local authority planning officers, initially through the “Memorandum of Agreement” (MoA).
- 5.5 A successful freight strategy relies on a clear understanding of the issues faced by the various stakeholders. In such circumstances partnership working is a key ingredient of success. The freight group aims to include representatives from many actors within the freight industry including: LTP Partners, Freight Transport Association, Road Haulage

Association, Network Rail, British Waterways, Doncaster Railport, Robin Hood Airport, Renaissance South Yorkshire, Local Chambers of Commerce and Chambers of Trade. This will enable a clearer understanding of the problems facing the industry and allow the South Yorkshire group to investigate possible solutions to resolve such issues. This process will take place before the establishment of a South Yorkshire Freight Quality Partnership. By using this methodology, the Freight Quality Partnership process will be problem and solution driven.

- 5.6 Building on previous work by the South Yorkshire Freight Group, a freight audit was carried out by the Atkin`s Consultancy group in 2007. The audit will enable data on a wide variety of freight issues to be analysed forming the foundations for the Freight Action Plan. Some elements of the data will be required to progress actions within the Regional Freight Strategy and as such determine priorities and timescales for the collection, collation and dissemination of this information.
- 5.7 We will investigate alignment with crime reduction initiatives including, for example, working with the Logistics Security Network (LSN), which is operated by the Business Crime Reduction Centre, part of the regional policing charity People United Against Crime, to help the regions logistics sector reduce the impact of crime.

6 FREIGHT MODES

Road Freight

- 6.1 Delivery of goods by road will remain the primary sources of freight movements in the UK. This has been further reinforced with the increasing use of 44 tonne lorries and “just in time delivery” procedures.
- 6.2 It is recognised that rural and urban areas face different problems in the transport of freight. Within rural areas, these problems can be related to the suitability of routes, community severance, and restrictions, which sometimes force lengthy diversions. In urban areas, problems can be related to signage, congestion, air quality and noise pollution, having negative impacts on business, hauliers, the environment and communities. Furthermore, “just in time deliveries” suffer because of the aforementioned issues and can result in deliveries not being accepted as delivery windows are missed. Through the work of the South Yorkshire Freight Partnership Group, locally specific issues within the regional context will be pursued in order to develop constructive solutions and consequently, the strategy will give detailed consideration and priority to all issues associated with road freight movements.
- 6.3 The Group will, for example, consider integration between modes with emphasis on practical and realistic measures to promote access to alternative means. This includes considering access improvements to railheads, whilst also evaluating the potential for the development of further facilities within South Yorkshire.

Rail Freight

- 6.4 The DfT document “*Britain`s Transport Infrastructure, Strategic Rail Freight Network: The Longer Term Vision*” (September 2009) was designed to optimise the freight performance of our intensively utilised mixed-traffic rail network, allowing the efficient operation of more, longer and selectively larger freight trains, by means of:-
- Optimising freight trunk routes to minimise passenger/freight conflicts.
 - Make the network available 24-hours a day, all year round.
 - Eliminate pinch point.
 - Upgrade network capability.

- 6.5 The use of rail as a sustainable means of transporting freight is acknowledged and sets the framework for the South Yorkshire Freight Strategy to encourage the movement of freight by rail where practicable.
- 6.6 The South Yorkshire Freight Partnership Group will work with Local Authority departments, local business, Renaissance South Yorkshire and Chambers of Commerce to maximise the use of the Doncaster Rail Port, and the new proposed rail facility at Tinsley, Sheffield for sustainable freight distribution. This will reduce major HGV freight movements within the South Yorkshire sub region as a whole.
- 6.7 This South Yorkshire Freight Strategy recognises the need to protect disused rail trackbeds and members of the group will feed into the LDF process to encourage planning officers to include such proposals in the programme medium to long term planning.
- 6.8 In November 2010 the Passenger Transport Executive Group (PTEG) published “The Case for Devolution – Rail Cities in the 21st Century”. The document recognises that “...the rail network in our areas often also carries freight and long distance passenger traffic that is important for our cities ...” and “...the importance of the long distance and freight services that serve or pass through our areas and that a balance needs to be struck between the needs of local and long distance passenger and freight services...”

Air Freight

- 6.9 Robin Hood Airport Doncaster Sheffield (RHADS) offers potential for growth in airfreight services within the South Yorkshire Region and as such offers the likelihood for a significant increase in road freight movement into and out of the airport.
- 6.10 Within the Robin Hood Airport - Air Transport Forum, a freight sub group met on a regular basis to discuss and resolve airport related freight issues. The South Yorkshire Freight Group will review and have regard to their work and establish arrangements with RHADS and freight operators based on or near the airport to develop efficient sustainable freight movements.
- 6.11 The regional strategy contains an air freight strategic policy and action, which is specific to South Yorkshire and being delivered through the multi modal group.

Waterborne Freight

- 6.12 The South Yorkshire strategy will recognise the need to protect and promote better use of the local waterways such as SY Navigation Canal with a view to encouraging the local business to deliver goods by water and maximise this under used existing facility.
- 6.13 The proportion of total freight movements within South Yorkshire handled by its inland waterways is small. However, the Sheffield and South Yorkshire Navigation Canal has recently attracted new freight business consisting of oil, steel and bulk commodities. The section through Doncaster to Rotherham allows 700 tonne vessels and the southern section to Sheffield can accommodate 90 tonne barges. However, given greater awareness amongst prospective customers, there is potential for such freight to be moved cost-effectively in large quantities along the regions inland waterway canal infrastructure, providing added environmental benefits. Still greater potential would exist given some targeted investment in capacity and facilities. Whilst such changes would benefit freight movements, it must be noted that they will only make a modest overall contribution to a modal shift from road / rail borne freight movements towards this more sustainable mode.

Pipeline Freight

- 6.14 Across Yorkshire and the Humber region there are a number of very significant pipelines, The Y&H region's network of pipelines is operated by a number of different companies, across a range of different sectors. Products transported include natural gas, liquid gas, ethylene, water, sewerage and oil based commodities including fuel and lubricants for the automotive industry and aircraft fuels. In Yorkshire and the Humber there are also numerous gas pipelines feeding from the gas fields in the North Sea. Operationally pipelines are a low maintenance and very reliable mode for moving large volumes of numerous products, very economically and safely over a fixed route. Providing preventative maintenance checks are done periodically a good performance can be expected 24 hours a day 7 days a week, however maintenance costs can be expensive if things go wrong.
- 6.15 The building of new or additional routes to the existing network of pipelines could feed additional substations and terminals should be investigated. However, once in operation, they can contribute cost-effectively and positively to modal shift away from less sustainable modes for particular point-to-point movements.
- 6.16 The regional pipeline policies and actions are being delivered through the multi modal group. These will form the basis for policies and interventions within the South Yorkshire Strategy.

7 MONITORING

- 7.1 It will be our intention to review the South Yorkshire Freight Strategy on an annual basis. This will incorporate performance monitoring which will be consistent with the emerging LTP3 performance indicators. The South Yorkshire Freight Strategy will report, on an agreed regular basis to relevant LTP steering and working groups, but specifically to the "Congestion & Network Management" and the "Air Quality & Climate Change" LTP Implementation Groups, to inform them of updates, ongoing actions and future needs.

APPENDIX A – Sheffield City Region Transport Strategy (2011 to 2026)

THE SHEFFIELD CITY REGION TRANSPORT STRATEGY PARAGRAPHS 4.33 – 4.41

Freight and Logistics

- 4.33 SCR has a growing logistics sector. We are keen to support the growth of this sector and of the value added business linked to it. The need to effectively manage the use of the national road network also relates to a range of freight connectivity issues.
- 4.34 We want our partners to regularly examine rail based and water-based alternatives to road freight. We wish to encourage a dialogue between relevant players in the freight industry, to promote efficient use of available infrastructure.
- 4.35 This may also include further development of freight consolidation facilities, where this is supported by a robust analysis of gains and losses, to reduce part loads and empty running.
- 4.36 Doncaster forms the heart of the SCR logistics sector, with distribution centres and warehousing already central to its economy. Measures included within this policy will further enhance the role of this sector in Doncaster.

Policy C:

To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector.

- 4.37 *We will work with the freight industry across all modes of transport and link proposed solutions with new business opportunities for SCR's logistics sector. This includes, for example, ensuring that efficient links exist to sea ports, as highlighted earlier.*
- 4.38 *In those cases where we encourage the transfer of bulk road-based freight to rail, we wish to promote the introduction of rail-road distribution centres. A prominent example is the proposed Inland Port in Doncaster, which is of national significance. Associated with these centres are some 1,500-3,000 additional jobs for the Doncaster local economy. Other opportunities will be supported, especially where they facilitate the reinstatement or extension of rail links, for example the Cudworth Line in the Barnsley area.*
- 4.39 *Road transport will remain dominant in our logistics sector even if the share taken by other modes rises. We will therefore work with the sector to help improve its efficiency and utilisation through policies such as Heavy Goods Vehicle (HGV) management, vehicle restrictions and lorry parking. We will provide travel information and signage that will aid effective operations and journey planning.*
- 4.40 *We will also ensure that future developments serving freight and distribution activities are located in suitable locations, through proactive and integrated land use planning. In some cases a suitable location would be adjacent to the rail network and in some other cases this would be close to the national and strategic road networks, or in a location based on minimising the total distance to both networks. We return to this issue in Policy I.*
- 4.41 *We will establish a freight working group, led by the industry and supported by the LEP, with representation from large and small operators. The group will work on a range of matters including eco-driving initiatives, local access to the national and strategic networks, maintenance and network management.*

If we are successful in making these improvements, SCR will feel closer to other cities in England and abroad. Easier travel to national and international destinations will open up new opportunities for leisure and business. This will help our area become a prosperous economic hub and will grow SCR's logistics sector.

APPENDIX B – South Yorkshire Freight Strategy Action Plan

REF	ACTION	SCRTS POLICY	START	END	PROGRESS
1	Freight Strategy				
	(i) Consult with other LTP Partnership Groups on the content of the draft strategy.	C			
	(ii) Compile “Final Draft” for circulation to potential future members of the Freight Partnership Group.				
	(iii) Finalise SCR Freight Strategy and Action Plan following engagement with freight industry and publish.				
2	Governance & Partnership				
	(i) Extend SY Freight Partnership Group to include other freight stakeholders.	C			
	(ii) Establish linkages with SCR LEP.				
	(iii) Assess need for and scope of a SY or SCR Freight Quality Partnership and other forums to deal with specific local issues, eg south west Sheffield.				
	(iv) Develop Terms of Reference for Partnership(s).				
	(v) Establish SY Freight Quality Partnership(s).				
3	Freight Audit				
	(i) Assess currency and relevance of data compiled by Atkins in the 2007 Freight Audit.	C			
	(ii) Create library of data for use in developing actions arising from the strategy.				

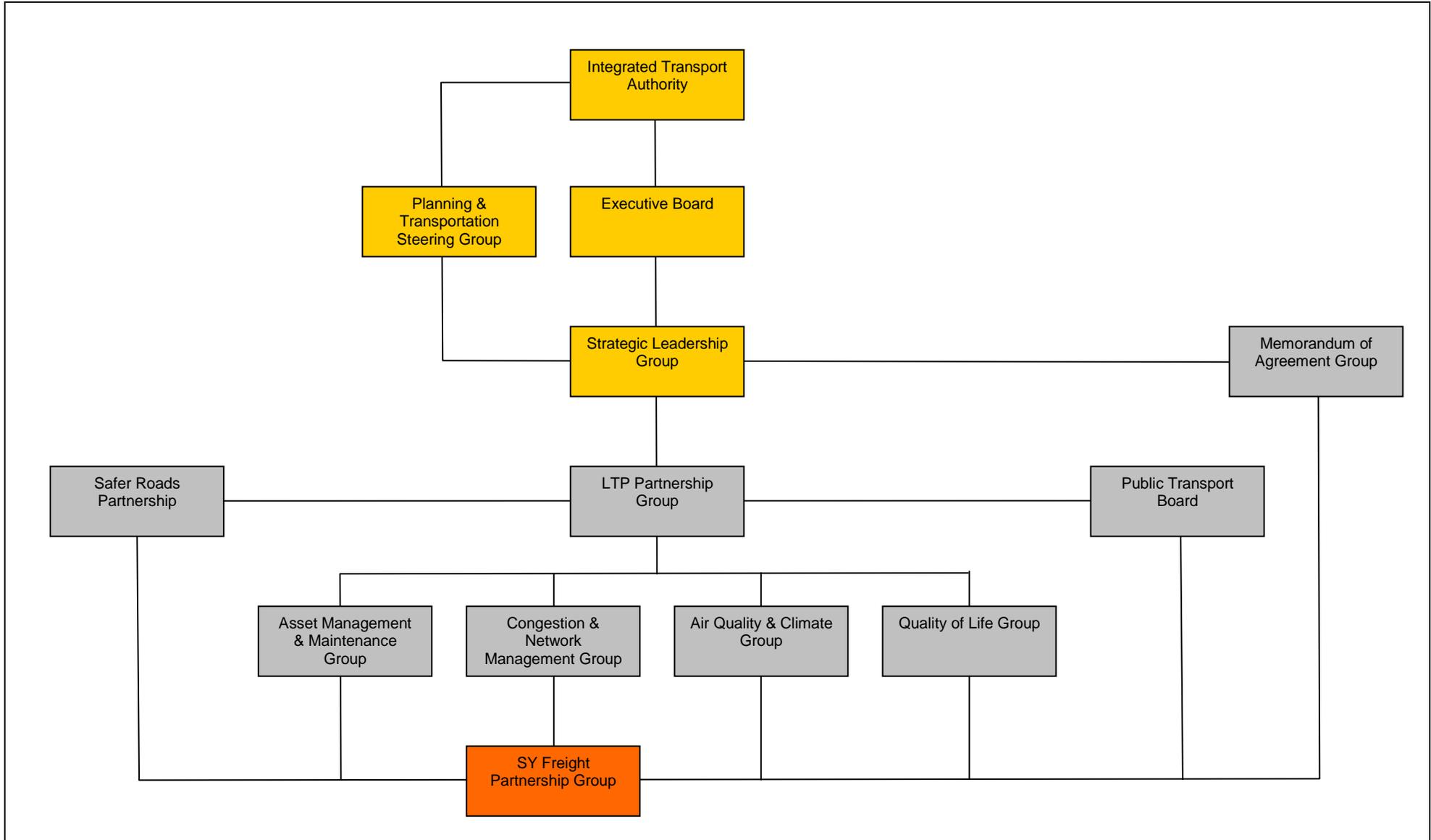
APPENDIX B – South Yorkshire Freight Strategy Action Plan

REF	ACTION	SCRTS POLICY	START	END	PROGRESS
4	Freight Routeing				
	(i) Verify the applicability of the LTP3 Strategic Road Network to the freight industry.	C L V			
	(ii) Develop freight routeing hierarchies for South Yorkshire – strategic, local, abnormal indivisible loads.				
	(iii) Develop freight route mapping from strategic network for individual industrial areas:- <ul style="list-style-type: none"> ▪ review existing restrictions, signing etc; ▪ identify possible new restrictions; ▪ take account of air quality management areas (AQMAS); ▪ take account of congestion problem areas. 				
5	Freight Facilities				
	(i) Identify with freight industry issues relating to freight facility provision within South Yorkshire, eg HGV stopovers, access to railheads, etc.	C			
	(ii) Work with developers of the Inland Port to secure opportunities for mode shift.	C			
6	Eco and Safe Driving				
	(i) Develop case histories on small freight operators to demonstrate potential gains to encourage other small freight operators to adopt the eco-stars initiative.	R V W			

APPENDIX B – South Yorkshire Freight Strategy Action Plan

REF	ACTION	SCRTS POLICY	START	END	PROGRESS
	(ii) Identify from SY casualty statistics any freight related themes to collisions, and identify solutions with freight industry, including demonstrating the value of 'truck' specific SatNavs.				
	(iii) Assess / review progress on "blind spot reduction" initiatives, eg left hand drive mirror accessories.				
7	Highway Scheme Development				
	(i) Introduce system of freight auditing of new highway proposals – eg deliveries etc.	C L			
	(ii) Introduce system of freight auditing of highway maintenance schemes – eg appropriate use of quiet surfacing.				
8	Information Provision				
	(i) Investigate and deliver relevant road works information streams for freight industry.	C L			
	(ii) Develop SY Freight Web Site as the One Stop Shop for freight information within South Yorkshire as a means of engaging with wider freight industry, including:- <ul style="list-style-type: none"> ▪ interactive mapping; ▪ news; ▪ links to other sites – eg air quality, eco stars etc.; ▪ road works information; ▪ incidents / events. 				
	(iii) Develop regular newsletter for distribution to wider freight industry.				

APPENDIX C – South Yorkshire LTP Governance Structure



APPENDIX C – South Yorkshire LTP Governance Structure

Our governance structure is based on a Gold / Silver / Bronze hierarchy.

MEMBER / SENIOR OFFICER GROUPS	
Integrated Transport Authority (ITA)	Consisting of twelve councillors drawn from the elected Members of local authorities in Barnsley, Doncaster, Rotherham and Sheffield. The Authority has various legal responsibilities regarding the provision and coordination of transport in South Yorkshire.
Planning & Transportation Steering Group (PTSG)	A Member / Senior Officer Group which provides an informal steer and sounding board, including priorities for investment and delivery issues. It has a particular brief for advising on the relationship between planning and transport matters.
Executive Board (EB)	The Executive Board is made up of the Chief Executives of the four District Councils and the Director General of South Yorkshire Passenger Transport Executive (SYPTE). The Board provides overall strategic direction as well as advising / recommending actions to the ITA. It also ensures effective alignment with wider policy agendas at national, regional and local levels.
Strategic Leadership Group (SLG)	Comprising the Heads of Service from the four South Yorkshire Local Authorities, the LTP Director and representatives of the Highways Agency and Government Office. Chaired by the Director General of SYPTE, the group provides the main strategic focus and direction. It also makes key recommendations on the investment programmes and oversees progress on LTP performance and expenditure, approving changes to the programme where necessary.
STRATEGIC / LTP IMPLEMENTATION GROUPS	
Memorandum of Agreement Group (MoAG)	TBC
LTP Partnership Group (LTP PG)	Comprising the Chairs of each of the Implementation Groups (see below), the group provides an essential coordination mechanism. Chaired by the LTP Director, the Group is responsible for ensuring the LTP is delivered, monitored, and communicated in a coordinated manner, and that specific issues or difficulties are picked up at an early stage and dealt with.
Public Transport Board (PTB)	Delivers a Public Transport Investment Programme, ensure that all future investment in public transport has maximum impact.
Safer Roads Partnership (SRP)	Provides a multi-agency, proactive approach on the mobilisation around three key areas of intervention (engineering / education / enforcement), and forges strong links with other policy agendas.
Asset Management & Maintenance Implementation Group (AMMIG)	A central point for decision making on maintenance & asset management issues and implements strategies, schemes and programmes of works that improve the condition of the highway and transport networks and protects the economic life of transport assets.
Air Quality & Climate Implementation Group (AQ&CIG)	Provides strategic lead for the climate change and vehicle emission reduction aspects of the Transport Strategy. Whilst the group has the operational lead for certain specific initiatives and for promoting awareness, much of its agenda is progressed through the activities of other groups and partners.
Congestion & Network Management Implementation Group (CNMIG)	Responsible for identifying the Strategic Road Network, as basis for prioritising intervention / investment. The Group comprises nominated Traffic / Network Managers from the four South Yorkshire Local Highway Authorities and a representative from SYPTE.
Quality of Life Implementation Group (QoLIG)	Develops and oversees delivery of a range of transport interventions aimed at improving quality of life, accessibility and social inclusion.
WORKING GROUPS	
South Yorkshire Freight Partnership Group (SYFPG)	The Group is responsible for coordinating delivery / reporting progress of this Freight Strategy. It comprises representatives from each of the four local authorities, the PTE and Freight Transport Association (FTA). It is our intention that this group be developed to a FREIGHT QUALITY PARTNERSHIP.