

# Public Document Pack



Thursday, 2 January 2020

To: Members of the SCR - Transport Board and Appropriate Officers

You are hereby invited to a meeting of the Sheffield City Regional Mayoral Combined Authority to be held at **11 Broad Street West, Sheffield S1 2BQ**, on: **Friday, 10 January 2020** at **10.00 am** for the purpose of transacting the business set out in the agenda.

A handwritten signature in black ink, appearing to read "D. Smith".

Dr Dave Smith  
**Chief Executive**

## **Member Distribution**

Mayor Dan Jarvis MBE (Chair)  
Councillor Chris Read (Vice-Chair)  
Councillor Dave Leech  
Councillor Joe Blackham  
Abdul Khayum  
Stephen Edwards  
Peter Kennan  
Alison Kinna  
Mark Lynam  
Sarah Norman

SCR Mayoral Combined Authority  
Rotherham MBC  
Barnsley MBC  
Doncaster MBC  
Sheffield City Council  
SYLTE  
Private Sector LEP Board Member  
Private Sector LEP Board Member  
SCR Executive Team  
Barnsley MBC

## SCR - Transport Board

Friday, 10 January 2020 at 10.00 am

Venue: 11 Broad Street West, Sheffield S1 2BQ



### Agenda

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2.	Declarations of Interest by individual Members in relation to any item of business on the agenda  Declarations of Interest by individual Members in relation to any item of business on the agenda.	Mayor Dan Jarvis	
3.	Urgent items / Announcements	Mayor Dan Jarvis	
4.	Public Questions of Key Decisions	Mayor Dan Jarvis	
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**SCR - TRANSPORT BOARD**

**MINUTES OF THE MEETING HELD ON:**

**FRIDAY, 25 OCTOBER 2019 AT 10.00 AM**

**11 BROAD STREET WEST, SHEFFIELD S1 2BQ**



**Present:**

Mayor Dan Jarvis (Chair)  
Councillor Dave Leech  
Councillor Joe Blackham  
Stephen Edwards  
Peter Kennan  
Sarah Norman

SCR Mayoral Combined Authority  
Barnsley MBC  
Doncaster MBC  
SYPTE  
Private Sector LEP Board Member  
Barnsley MBC

**Officers in Attendance:**

Steve Davenport	Principal Solicitor & Secretary to the Executive	SCR/SYPTE
Jenny Holmes	Assistant Director for Strategic Transport	SCR Executive Team
Felix Kumi-Ampofo	Assistant Director - Programme Assurance	SCR Executive Team
Noel O'Neill	Chief Finance Officer/S73 Officer	SCR Executive Team
Sue Sykes	Assistant Director - Operational Contracts	SCR Executive Team
David Whitley	Senior Programme Manager Transport, Infrastructure & Housing	Sheffield City Region
Charli Taylor	Projects and Contracts Team Leader	SCR Executive

**Guests in Attendance**

Alex Linton	LTP
Councillor Chris Furness	Derbyshire Dales DC
Gillian Richards (Minute Taker)	

**Apologies:**

Councillor Chris Read	Rotherham MBC
Alison Kinna	Private Sector LEP Board Member
Mark Lynam	SCR Executive Team

**1 Welcome and Apologies**

The Chair welcomed everyone to the meeting.

Apologies were noted as above.

The Chair informed the Board that a letter had been sent to the Transport

Minister regarding the possibility of reduced fares for passengers who would have to use the Pacer trains into 2020 and also regarding the acceleration of the upgrade to the Hope Valley line. The Mayor reported on his recent meeting with the Transport Minister and Network Rail where Network Rail committed to writing to the Mayor with their plans for the Hope Valley line committing to share this correspondence when available.

**2        Declarations of Interest by individual Members in relation to any item of business on the agenda**

None.

**3        Urgent items / Announcements**

None.

**4        Public Questions of Key Decisions**

None.

**5        Minutes of the Previous Meeting**

RESOLVED – That the minutes of the previous meeting held on 30 August 2019 be agreed as a correct record.

**6        Strategic Economic Plan**

A paper and presentation were received to provide the Board with an update following discussion at the LEP Board and feedback from the Thematic Boards which provided a steer on the vision, objectives and broad policy for the emerging Strategic Economic Plan.

An early draft of the Plan was provided to inform a discussion on priorities.

The Board was informed that the evidence base had been signed off by the LEP Board and was now publicly available to inform wider research.

The Board was informed of the significant engagement that had been undertaken.

Changes from previous versions of the Plan were explained, noting that the Plan focused on inclusive growth, prosperity and opportunity with more holistic targeting and a greater emphasis on relationships with other agencies.

The Board noted that the SEP looked to enhance the sustainability, inclusion and economic growth through support for the Transport Strategy's intervention areas and would work to enhance the decision making, assessment criteria and wider impact of the interventions listed within the Plan.

The Board discussed the importance of sustainability and the need to improve air quality across the City Region and to develop a low carbon transport network, including a zero-carbon public transport network.

With regard to the bus network, the Board felt that there is significant progress still to be made. There had been cuts to many services leaving some communities isolated and the decline in the PTE budget meant that they were unable to subsidise many non-profitable routes that had been cut by the bus operators. There was also a need to halt the decline in bus patronage.

The Board discussed funding opportunities and other potential solutions available e.g. franchising.

Mayor Jarvis suggested inviting Clive Betts MP to the next meeting of the Board to give an update on the Bus Review. This was agreed.

RESOLVED – That the report and presentation be noted.

## **7 Transforming Cities Fund**

A report was considered which provided an update on the progress of the Transforming Cities Fund bid and set out the process for the submission of the bid.

The Board were reminded that in September 2018, Sheffield City Region had been shortlisted for the next phase of the Transforming Cities Fund. A draft business case was submitted to the Department for Transport by 20th June 2019, the final business case would be submitted by 28th November 2019 for consideration as part of a £1.22bn funding pool.

Formal feedback on the draft business case had been generally positive, however there were several areas for the final business case to concentrate on. These were detailed within the report.

The feedback had been used, along with a period of co-development with DfT officials, to develop the final business case. There had been significant input from the four local authorities and SYPT, developing the components of the bid through a Task and Finish Group that had met regularly during the last few months.

The latest drafts of the Strategic, Commercial and Management Cases were provided as appendices to the report.

Transport Board members would receive a final draft copy for comment in advance of the Mayoral Combined Authority meeting on 18th November 2019.

RESOLVED – That the Board:

- (i) Note the update on the progress of the Transforming Cities Fund bid for the City Region.
- (ii) Confirm support for officers to proceed to finalisation of the bid document for submission to the MCA and Department for Transport, sharing the final draft with Transport Board members in advance when available.

## **Future Mobility**

A report was submitted which provided an overview of key findings of research into Future Mobility Services across the Sheffield City Region.

The report identified recommendations for the MCA as well as the opportunities to engage the business community through partnership procurement and collaboration.

The SCR Executive commissioned Arup to provide an overview of the drivers of change and key future mobility trends, a mapping of the work currently underway and recommendations to support the development of a work programme relating to transport technology. A draft Executive Summary of the research and recommendations was provided as an Appendix to the report.

The draft report recommended five key moves for the SCR. These were:

1. Publicise the great work already underway in the future mobility space in the SCR.
2. Create a transport data platform for the SCR.
3. Identify and realise opportunities to test future mobility technologies.
4. Foster an ecosystem of mobility technology companies.
5. Review changes to the governance and regulation of SCR's transport system to deliver future mobility solutions.

It was proposed that in the coming months an implementation plan was developed and further work undertaken to develop specific activities that could be undertaken in the short term.

The Board discussed the future of the bus, connected and autonomous vehicles and the use of drones and robots and how they related to the future mobility agenda.

The Board were informed that a review of the SCR Transport Strategy had been undertaken to understand existing transport priorities and travel demands within the region. A portrait of existing SCR Future Mobility assets and capabilities had also been developed in collaboration with stakeholders, to understand where the City Region was with regards to future mobility technologies and capabilities. Arup had engaged with the business community to identify the existing assets and capabilities and to shape the recommendations set out in the report.

RESOLVED – That the report be noted.

## **Overview of Bus Services in South Yorkshire**

A report was presented to provide the Board with an overview of the funding of bus services in South Yorkshire and background to the current Bus Partnership model and the alternative options provided under the Bus Services Act.

Appendix 1 to the report provided a summary of the background to the decision



to pursue Bus Partnerships, the current structure, activities which were undertaken and additional opportunities offered through the Bus Services Act.

Appendix 2 provided an overview of SYPTTE's current budget, the key areas of expenditure, along with background on the principles that were used to allocate funding.

RESOLVED – That the report be noted.

## 10 **SCR Transport Strategy Implementation Plans**

A report was submitted which provided an update on the development of the SCR Transport Strategy Implementation Plan.

With regards to the Roads Implementation Plan, the Board was informed that in light of rising concerns over climate change, the declaration of climate change emergencies and continued air quality challenges, the draft Roads Implementation Plan incorporated new transport priorities which were:

- Fix it first – focus on existing roads rather than building new ones;
- An integrated approach – redesigning roads to prioritise public transport, walking and cycling;
- Environmental leadership - delivering carbon emission reductions, improved air quality and biodiversity.

The report also gave an update on the Active Travel Implementation Plan and the Mass Transit Implementation Plan.

RESOLVED: That the Board:

- (i) Note the report.
- (ii) Approve the Roads Implementation Plan priorities as detailed within the report.

## 11 **Local Highway Maintenance Challenge Fund**

The Board considered a report which concerned the submission of bids and Expressions of Interest for the Sheffield City region to the Department for Transport's Local Highways Challenge Maintenance Fund for 2019/20 and 2020/21.

The Board noted that in July 2019 the Department for Transport (DfT) launched the Local Highways Challenge Maintenance Fund which was open to local highways authorities in England to bid for major maintenance projects that it would be difficult to fund through the usual allocations received from government.

Local highways agencies were eligible to submit one bid for up to £5m of DfT funding for 2019/20. The DfT was also seeking expressions of interest for larger projects for 2020/21 with a minimum DfT contribution of £5m each.

The Challenge Fund totals £198m; the deadline for bids and Expressions of Interest was 31st October 2019.

For bids for the 2019/20 funding local authorities were invited to prepare a short Strategic Case and a Data Proforma to allow for appraisal of costs and benefits. The DfT was requesting that the submissions were ranked by the Combined Authority to indicate the relative priority attached to each one.

The report contained details of three bids for 2019/2020 and one Expression of Interest for 2020/21. The SCR Exec updated on the assessment process and confirmed that the ranked projects were as follows in order: 1st - A635 Goldthorpe Bypass Structures refurbishment (BMBC), 2nd - A6178 Sheffield Road Templeborough Reconstruction (RMBC) and 3rd - Renewal and Replacement of Structurally Deficient Flagged Footways (DMBC).

The Expression of interest is for Highways Drainage Strategic Assets led by Doncaster and submitted also on behalf of Rotherham and Barnsley.

RESOLVED – That the Board endorse the submission of bids and Expressions of Interest to the Department of Transport's Local Highways Maintenance Challenge Fund.

## 12 **Integrated Transport Block**

A report was considered which presented the Board with the outcome of the Integrated Transport Block (ITB) 2019/20 review, advised of the projected year-end financial position and presented the Transport Executive Board's recommendations for use of funding which was not expected to be spent within the financial year.

Members were informed that across the ITB programme there were eight projects where the full allocation was not expected to be spent within this financial year. Five of these projects had identified that planned works would complete but were going to be deferred into 2020/21. The other three projects had identified that the original planned works would no longer complete, resulting in an unused allocation which could be recovered for alternative purposes.

Details of the project with deferred completion and alternative proposals for the projects that would no longer complete were detailed within the report.

RESOLVED – That the Board agree to the proposal from the Transport Executive Board for the deferral of ITB funding for five projects and for further work to be done to develop options for the other projected unspent allocations and future business case development funding as detailed within the report.

## 13 **STAF Funding**

A report was submitted to seek approval for continuation of current Sustainable Travel Access Fund (STAF) activities, utilising extended funding from DfT.

The Board were reminded that in May 2019 a paper was presented to the

Transport Executive Board outlining the implications of the current STAF allocation coming to an end in March 2020.

The recommendation of May's paper was that it was agreed that there was a need for continuation of an active travel revenue-based programme; this issue was then included in the paper on Centrally Managed Local Programmes presented to the Transport Board in July 2019.

The Board was informed that in September and October the DfT Active Travel Programme Management Office had written to advise of their plans to extend the STAF programme for a further twelve months to cover 2020-21.

The intention was to roll over the 2019/20 allocation on a pro-rata basis subject to Ministerial approval and receiving a suitably robust high-level business case.

Members noted that the current STAF award for Sheffield City Region was £2.5m per year.

Board members discussed whether it might be possible to provide comfort to staff who are employed on contracts delivering this programme potentially through underwriting the risk whilst awaiting confirmation from the Department. Steve Edwards agreed to look into this.

The report proposed that, subject to confirmation of allocation levels and grant conditions, activities from the current STAF programme were continued for another year to the end of 2020/21. Each individual current project allocation had been categorised as either High, Medium or Low priority for continuation and these should be supported on an incremental scale dependent on the total allocation secured.

**RESOLVED:** That the Board approve the continuation of the current projects in the priority order as detailed in paragraph 2.6 of the report, subject to sufficient allocation being granted by DfT.

## **14 Transport for the North update**

The Board received an update on the meeting of the Transport for the North Board meeting on 12th September 2019 and also considered minutes of recent TfN Board meetings to provide members with an overview of recent discussions and decisions.

The TransPennine rail route upgrade was discussed. It was felt that too much emphasis was being put on 2033 onwards; there were key 'easy wins' that could be delivered before then.

Discussions had been had around:

- Delays to schemes
- Freight
- The HS2 review
- The desire to operate as 'One North'
- Smart ticketing

- Pacer trains and
- Network Rail

RESOLVED – That the verbal update and TfN Board minutes be noted..

## 15 **Dashboard (SYLTE)**

The SYLTE Performance Dashboard was received to provide an update on the key areas of SPYTE activity.

The report provided updates on:

- Bus
- First South Yorkshire update
- Tram
- Rail
- Infrastructure
- Customer Services and
- Finance

RESOLVED – That the report be noted.

## 16 **Dashboard (SCR)**

The Board were provided with up-to-date performance information on transport programmes delivered by the SCR Executive on behalf of the LEP and MCA.

The Board noted the performance of the:

- Transforming Cities Fund
- Access Fund for Sustainable Travel
- Local Growth Fund
- SCR Borrowing and
- Transport Activity

The Board were informed that all were running to plan and there were no major issues.

RESOLVED – That the report be noted.

## 17 **LGF Programme Update**

A report was submitted to provide members with an update relating to Local Growth funding.

The current profile of project approvals and the remaining pipeline was set out within the report.

Members noted that the total request for project funding was £423m. There was a £5.1m commitment which covered the costs associated with carrying out the accountable body functions for the LGF programme. The total spend requirement was therefore £428m.

The Board were informed that it would not be possible to approve all the

projects currently seeking funding.

The LEP Board in September had considered a range of options to address the over-programming position and had agreed to three actions which were set out in the report.

RESOLVED – That the report be noted.

18 **Any Other Business**

It was reported that TUI would be operating a fourth plane from Doncaster Sheffield airport from the summer of 2020 which would provide an extra 136,000 seats.

It was felt that there were gaps in rail reporting in the PTE report and that East Midlands Trains, TransPennine and Cross Country should be included in future reports. It was agreed that this would be provided in future reports.

It was raised that there were business community concerns over a road scheme that might prove disruptive. Officers agreed to address this point in more detail with Peter Kennan.

In accordance with Combined Authority's Constitution/Terms of Reference for the Board, Board decisions need to be ratified by the Head of Paid Services (or their nominee) in consultation with the Chair of the Board. Accordingly, the undersigned has consulted with the Chair and hereby ratifies the decisions set out in the above minutes.

Signed .....

Name .....

Position .....

Date .....

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**TRANSPORT BOARD**

**10<sup>th</sup> January 2020**

**PROPOSED 2020/21 SOUTH YORKSHIRE TRANSPORT REVENUE BUDGET**

**Purpose of Report**

To seek endorsement from Transport Board to submit the proposed 2020/21 South Yorkshire Transport Revenue Budget to the MCA for approval.

**Thematic Priority**

Secure investment in infrastructure where it will do most to support growth.

**Freedom of Information and Schedule 12A of the Local Government Act 1972**

The paper will be available under the Combined Authority Publication Scheme.

**Recommendations**

That members of the Transport Board:

- Note the contents of the draft 2020/21 South Yorkshire Transport Revenue Budget report;
- Recommend to MCA to retain the Levy at 2019/20 levels, and;
- Consider the three options presented in Section 3 on how to use the funding.

**1. Introduction & Context**

- 1.1** This paper presents the proposed 2020/21 South Yorkshire Transport Revenue Budget (which comprises the net expenditure of SYPTE and the transport related costs managed directly by the Mayoral Combined Authority) and sets out some of the current and future challenges.
- 1.2** During consultation with local authority leaders the possibility of leaving the Levy at 2019/20 level was discussed. 3 options for this funding not included within the detailed budget are identified in section 3. Members of the Transport Board are asked to consider which of the options should be recommended to the MCA for approval on 27 January 2020.
- 1.3** Since April 2010, the annual Levy has been reduced by £40.3m (42.5%) from £94.7m in financial year 2010/11 to £54.4m for financial year 2019/20 in the context of significant budget challenges faced by the constituent Authorities. To achieve these levy reductions, SYPTE has cut costs and is now a smaller organisation in both scale and scope of activity.

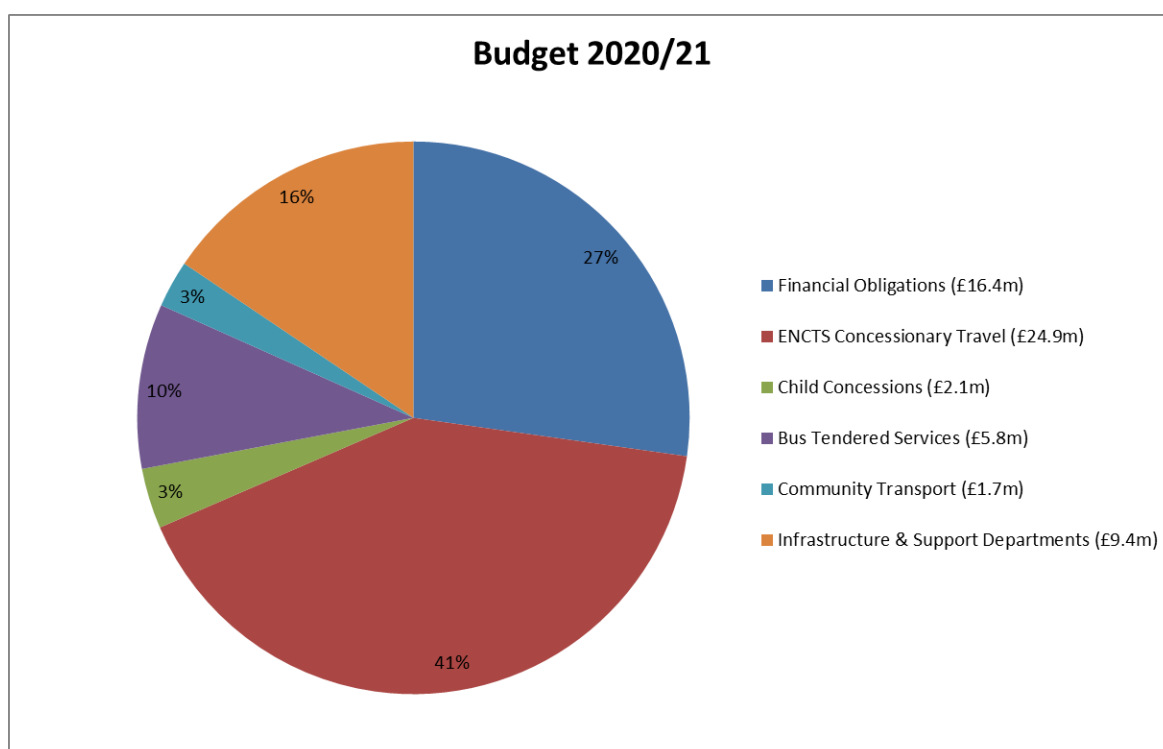
- 1.4 Over the same period, patronage on bus and trams in the region has faced steady decline. On the one hand, this has generated savings on the concessionary fares budget due to the fall in demand for subsidised travel passes. On the other hand, these savings have masked the adverse consequence of patronage decline such as reducing viability of the regional bus network. Operators have been responding by cutting services along unprofitable routes and seeking increased reimbursement rates for concessionary fares. This inevitably puts greater pressure on the bus tendered services budget, as the PTE will have to intervene where bus network coverage is deemed inadequate.
- 1.5 This situation is likely to be compounded by the fact that First Group being put up for sale has led to its regional financial performance being reviewed as unprofitable, which could lead to substantial bus service reductions without significant public subsidy. The outcome of the sales process remains uncertain at the time of writing. It has therefore reached a point where there are limited options as to how to absorb the aforementioned pressures and deliver further savings without compromising the quality of public transport services in the region.
- 1.6 In 2019, the Mayor asked Clive Betts to undertake a review of bus services in South Yorkshire. This was in a direct response to these challenges being faced. The scope of that review is to examine the reasons for patronage decline, options for arresting that decline and the potential operating model for the network moving forward. The review is due to report back to the MCA in March 2020. The MCA's response to this will be in the form of the Public Transport Implication Plan, which is part of a suite of documents which sits underneath the Transport Strategy. The date to produce the Public Transport Implementation Plan will be determined once the review is concluded.
- 1.7 Furthermore, public opinion on climate change is shifting toward a greater expectation that local authorities will take more radical steps to embrace clean energy technology and improve air quality. This is captured in the recent climate emergency declaration by MCA and the pending response due at the January 2020 Board.
- 1.8 A paper on the draft budget 2020/21 and financial strategy was received by Transport Board in October and approved for consultation with the Constituent Authorities. These meetings took place in October and early November and the issues raised have now been incorporated into this budget paper and the proposals before Members. Specifically, some options have been included on how to utilise the additional £1.1m generated from leaving the levy at the 2019/20 level rather than reducing it as originally proposed within the MTFS.

## 2. Proposal and justification

### 2020/21 Proposed Budget

- 2.1 The proposed revenue budget for 2020/21 has been compiled and the underpinning assumptions are shown in **Appendix C**. It identifies total SYPTE revenue expenditure of £60.4m including the implications of capital spending in the Capital Programme and debt repayments. The chart below illustrates the areas of spending and the relative sizes of each budget heading.





A summary of the draft 2020/21 Budget compared to the current year budget is provided in **Appendix A**. It identifies the changes between years. The next section of the report looks at the major changes, impact on the budget and the on-going challenges to future SYPTe revenue budgets.

## 2.2 Concessions

41% of SYPTe's expenditure relates to the English National Concessionary Travel Scheme (ENCTS), which provides concessionary travel for people of state pension age and eligible disabled persons. The rules of the scheme are set nationally but the cost is inevitably driven by demand. In recent years patronage has fallen, in part influenced by state pension age equalisation, and has fallen further in the current year. On the one hand this fall in patronage has reduced the prima facie costs. However, inflationary pressure on the reimbursement rates has meant that this budget will need to increase marginally by £22k. 2020/21 also sees the end of the current three-year deals in place with the two main bus operators in the region which results in changes to the reimbursement approach and assumptions therefore made in the budget.

The emerging pressure of falling patronage in this category is that the operators will see further falls in revenue and more routes becoming less financially viable. Operators may then cease to operate routes that are deemed essential and increase demand on the already stretched tendered services budget.

## 2.3 Child Concessions

On a positive note child patronage is increasing. However, that has financial consequences from increased usage as the notified fare for children remains fixed at £0.80. Reimbursement rates to operators are increasing as fares rise and the factors affecting reimbursement change such as schools finishing earlier. The implication for 2020/21 budget is an increase of £446k.

## 2.4 Tendered Services

This budget funds services that are deemed essential in terms of previously defined criteria that operators will not run on a commercial basis. They tend to be for a 3-year period and the retendering is phased to spread the incidence of tendering. 2.5% inflation has been applied to the elements of service that are due to re-tendering this year which gives an increase of £170k for 2020/21.

Every effort has been made to minimise the impact of service contraction on this budget over the past 4 years. However, it remains under severe pressure. Costs of retendered services are increasing significantly ahead of the budget provision and therefore routes have had to cease or be substantially reduced. The inflationary pressures will further impair services in the future. A further demand for new tendered services could arise with the impact of falling patronage across the network.

## **2.5 On-street Advertising**

The contractor that previously provided the on-street advertising gave notice to terminate their agreement on 1st October 2018, and the contract has now been re-tendered and subsequently awarded. This activity is budgeted to provide income of £625k in the current year but the expiry of the notice period in 2019/20 is currently assumed to impact on future income levels. Income will reduce in 2020/21 to £450k before climbing to higher levels over the 10-year contract term.

## **2.6 Financial Obligations**

Around 27% of SYPTE's expenditure relates to so-called 'financial obligations', which includes costs such as pensions, debt interest repayments and depreciation of SYPTE assets. A major change in 2020/21 is a reduction in debt interest of £3.6m as a result of debt repayments in the year of £53m. This is the major factor to the reduction in the costs and bridge the gap between levy and expenditure.

The other element is depreciation charges. However, this has no impact upon the revenue position because it is met from reserves earmarked specifically for depreciation created as part of a debt review previously.

## **2.7 Rail Administration Grant**

Department for Transport (DfT) funding for heavy rail related activity is currently £1.2m p.a. It likely to remain available in 2020/21. However, it is at high risk for reduction or withdrawal in the future, as DfT review their own budgets. Although some savings in direct costs would accrue as a result of withdrawal of funding, this would create further budgetary pressure due to the contribution it makes to overall SYPTE resources.

## **2.8 MCA transport related expenditure**

The proposed South Yorkshire Transport revenue budget for 2019/20 includes an allocation of £3.1m to cover staff and accommodation overheads, plus capital financing costs in relation to the restructuring of the financial group's debt and more recently for borrowing undertaken on behalf of SYPTE for capital schemes such as the refurbishment of Rotherham Interchange. The budget for 2020/21 will increase to £4.6m primarily due to costs of debt for Rotherham Interchange and reducing investment interest as a direct result of the debt repayment discussed in paragraph 2.6.

## **2.9 Funding and Levy**

The principal funding source for this budget is the annually agreed Transport Levy on the four South Yorkshire Local Authorities. In presenting budget proposals, SYPTE and the MCA as a financial group should have regard to the financial pressures faced by the partner Authorities.

As partner budgets have come under increasing pressure, the Levy has been reduced. Since April 2010, the annual Levy has fallen by £40.3m (42.5%) from £94.7m in financial year 2010/11 to £54.4m for financial year 2019/20. To achieve these levy reductions, SYPTE has cut costs and is now a smaller organisation in both scale and scope of activity.

As part of the 2017/18 South Yorkshire Transport Revenue Budget and Medium-Term Financial Strategy (MTFS) approved by the Mayoral Combined Authority in January 2017, Levy reductions of 2.5%, 2.5% and 2% per annum were agreed for 2018/19, 2019/20 and 2020/21 respectively, as illustrated in the table below.

Year	Saving %	Saving £m	Cumulative Saving £m
2018/19	2.5	1.4	1.4
2019/20	2.5	1.4	2.8
2020/21	2.0	1.1	3.9

## 2.10 Medium Term Outlook

2020/21 is the final year of the current Medium-Term Financial Strategy and a 2% levy reduction has been identified. The impact of implementing this reduction on each authority is shown in the table below.

Authority	Population	% Share	Levy 2019/20 £'000	Levy 2020/21 £'000	Variance £'000
Barnsley	245,199	17.5%	9,494	9,312	-182
Doncaster	310,542	22.1%	12,053	11,793	-260
Rotherham	264,671	18.9%	10,275	10,051	-224
Sheffield	582,506	41.5%	22,542	22,121	-421
	<b>1,402,918</b>		<b>54,364</b>	<b>53,277</b>	<b>-1,087</b>

Work needs to start early in 2020 to develop the strategy for the next 5 years recognising the increasing pressures on the SYPTE revenue budget and demands of bus service provision. This will be developed in line with the emerging public sector spending plans from central government and the impact upon constituent authority budgets.

## 2.12 Levy Reduction Reserve

A Levy Reduction Reserve was created as part of a financial review some years ago. The purpose of this reserve was to help manage the transition to a balanced budget position through peak debt periods.

Appendix B includes forecasts for the next 5 years, which are indicative and subject to further work. The assumptions used are based on what is the current scenario for SYPTE expenditure in the future without the impact of the pressures described in paragraphs 2.2 to 2.4. If the strategy is to reduce in 2020/21 with no further increases then, even with this favourable outlook of expenditure assumptions, the Levy Reserve is completely utilised by 2024.

## 2.13 Conclusions

The proposed budget for 2020/21 has been prepared based upon current activity and known inflation and services will be provided within that budget. However, it must be acknowledged that there are impending future financial pressures that will put pressure on services and costs in 2021 and beyond. Work on the next Medium-Term Financial Plan needs to examine the impact and reflect the changes in future budgets.

- 2.14** Reserves have been used to help smooth impact of the necessary reductions in Levy over the past 8 years. However, the resources available to do this are diminishing and will cease to exist in 2024. Whilst the medium-term scenario shows that future levy will match expenditure, there is increasing pressures on that expenditure that needs to be recognised and further analysed in developing the next medium-term plan. A review of Levy policy will also need to be undertaken to ensure funding of future service provision.
- 2.15** Maintaining the Levy at 2019/20 levels will generate an additional £1.1m for service delivery not included in the budget. During the consultation process there was much discussion on the level of funding and how future funding must be reviewed in the light of the wider public sector spending reviews in the coming months. However, it was suggested that there may be an opportunity to maintain the 2019/20 Levy level, but Members would need to be clear what this funding would be earmarked for. Some options are examined in section 3 of this report.

### **3. Consideration of alternative approaches**

- 3.1** Keeping the Levy at 2019/20 level will generate £1.1m of funding not considered in the budget presented in **Appendix A**. Some options for utilising this funding are considered below.

#### **3.1.1 Route Mapping and Tendered Services**

As stated throughout this report more services are becoming a challenge to deliver commercially. Therefore, there will be increasing pressure on developing tendered services as well as large inflationary pressure on existing services. This option looks to allocate funding, perhaps up to £400,000, to develop further detailed analysis as part of an Implementation Plan following the Bus Review on what are the essential routes in each district and, equally important, what are the emerging essential routes as the demographic changes and location of employment opportunities and essential services develop. This work will help define what is supported in future. Any funding not used in 2020/21 for this will be earmarked to support the Tendered Services budget.

Undertaking this option would identify resources to undertake some necessary forensic analysis that can be used to shape future service delivery and funding decisions. It would also help protect the current essential services from potential cessation.

#### **3.1.2 Tendered Services**

This area of service is currently under increasing pressure due to inflation and bus operator costs. The additional funding could be earmarked to specifically support this area of activity in 2020/21 and the future.

Implementing this option would enable protection of the current essential services from potential cessation and give additional headroom.

#### **3.1.3 Increasing Levy Reserve**

Another option is to take the opportunity to use the £1.1m to increase the Levy reserve. This funding would then provide some protection against the inflationary pressures outlined in the above report and reduce the potential call on constituent authorities in the future.

If there is funding available, this is a prudent option to protect SYPTE's revenue position whilst keeping the options open to spend the money in the future.

### **4. Implications**

#### **4.1 Financial**

The financial implications are clearly set out in Section 2 and the accompanying appendices of this report.

#### **4.2 Legal**

In setting the South Yorkshire Transport Revenue Budget for 2020/21, the MCA must have regard to the Transport Levying Bodies Regulations 1992. In particular, it must ensure that the transport levy for the forthcoming financial year is agreed by 15<sup>th</sup> February 2020 in order to allow enough time for the constituent authorities to set their council tax levels by early March.

#### **4.3 Risk Management**

Although by its nature the budget is always based on assumptions, for 2020/21 there is considerable uncertainty in some of the key variables which increases risk. The budget assumptions are set out in **Appendix C** of this report.

This is mitigated to a degree by using prudent assumptions, and carefully assessing the level of reserves which should be held. The MCA group's reserves strategy, which outlines this approach in more detail, will be presented to the MCA alongside the 2020/21 MCA/LEP revenue budget and LGF capital programme reports at the next meeting on 23<sup>rd</sup> March 2020.

#### **4.4 Equality, Diversity and Social Inclusion**

The principles of equality, diversity and social inclusion are built into the annual budget-setting process and are taken into consideration when assessing budget pressures and savings proposals. Any equality implications that members must have regards to under s.149 Equality Act 2010 will be set out in detail in the report that accompanies any recommendation about specific proposals.

### **5. Communications**

- 5.1** Consultation with the Leaders, Chief Executives and Directors of all four levy-paying authorities was undertaken in November 2019.

### **6. Appendices/Annexes**

- 6.1** Appendix A – Budget Summary  
Appendix B – Medium Term Forecast  
Appendix C – Budget Assumptions

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: n/a

<b>Transport Revenue Budget - Option 1 - Reduce levy by 2%</b>	<b>2019/20</b>	<b>2020/21</b>	
	<b>Budget £'000</b>	<b>Forecast £'000</b>	<b>Change £'000</b>
<b><u>Mandatory Expenditure</u></b>			
Support for Concessionary Travel	25,438	25,460	22
<b><u>Financial Obligations</u></b>			
Debt Interest	10,797	7,202	(3,595)
Tram Access	1,500	1,500	0
Depreciation	2,389	6,475	4,086
Pensions	2,256	1,256	(1,000)
<b><u>Transport Operator Discretionary Expenditure</u></b>			
Discretionary Concessions	1,689	2,136	446
Departure Charges	(1,183)	(946)	237
Bus Tendered Services	5,649	5,821	173
Community Transport	1,657	1,657	0
<b><u>Operational Departments</u></b>			
Customer Group	1,874	1,945	72
Interchanges & Sites	2,310	2,422	112
Infrastructure (On Street)	978	1,247	269
Planning & Support Departments	4,384	4,187	(198)
<b>Total SYPTE Expenditure</b>	<b>59,737</b>	<b>60,361</b>	<b>624</b>
Depreciation which will be matched by Grant release	(1,977)	(6,063)	(4,086)
Excess depreciation over historic cost depreciation transferred from Revaluation Reserve	(412)	(412)	0
<b>Grant from MCA to PTE</b>	<b>57,348</b>	<b>53,886</b>	<b>(3,462)</b>
Combined Authority operational Net Expenditure	328	466	138
MRP - existing	3,097	3,115	18
External interest	1,388	1,388	0
Investment income	(1,819)	(1,274)	545
Interest + MRP (Unfunded capital schemes)	98	907	809
<b>Total MCA Expenditure</b>	<b>3,092</b>	<b>4,602</b>	<b>1,510</b>
<b>PTE &amp; MCA Base Cost</b>	<b>60,440</b>	<b>58,488</b>	<b>(1,952)</b>
	0.6%	-3.2%	
Levy reduction reserve	(6,076)	(5,211)	865
Transport Levy	54,364	53,277	(1,087)
	-1.1%	-2.0%	
<b>Use of reserves:</b>			
<b><u>Levy reduction reserve</u></b>			
Balance b/f	24,437	18,361	
Planned use	(6,076)	(5,211)	
Balance c/f	18,361	13,150	

## Appendix B

Transport Revenue Budget - Option 1 - Reduce levy by 2%	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	Budget £'000	Forecast £'000	Forecast £'000	Forecast £'000	Forecast £'000	Forecast £'000
<b><u>Mandatory Expenditure</u></b>						
Support for Concessionary Travel	25,438	25,460	25,958	26,477	27,007	27,547
<b><u>Financial Obligations</u></b>						
Debt Interest	10,797	7,202	6,020	5,421	3,200	2,200
Tram Access	1,500	1,500	1,500	1,500	1,500	0
Depreciation	2,389	6,475	6,372	6,355	3,556	3,534
Pensions	2,256	1,256	1,256	1,256	1,256	1,256
<b><u>Transport Operator Discretionary Expenditure</u></b>						
Discretionary Concessions	1,689	2,136	2,154	2,154	2,154	2,154
Departure Charges	(1,183)	(946)	(946)	(946)	(946)	(946)
Bus Tendered Services	5,649	5,821	5,821	5,821	5,821	5,821
Community Transport	1,657	1,657	1,657	1,657	1,657	1,657
<b><u>Operational Departments</u></b>						
Customer Group	1,874	1,945	1,995	2,045	2,095	2,145
Interchanges & Sites	2,310	2,422	2,447	2,472	2,497	2,522
Infrastructure (On Street)	978	1,247	955	663	663	780
Planning & Support Departments	4,384	4,187	4,212	4,237	4,262	4,287
<b>Total SYPTE Expenditure</b>	<u>59,737</u>	<u>60,361</u>	<u>59,401</u>	<u>59,112</u>	<u>54,722</u>	<u>52,957</u>
Depreciation which will be matched by Grant release	(1,977)	(6,063)	(5,960)	(5,943)	(3,144)	(3,122)
Excess depreciation over historic cost depreciation transferred from Revaluation Reserve	(412)	(412)	(412)	(412)	(412)	(412)
<b>Grant from MCA to PTE</b>	<u>57,348</u>	<u>53,886</u>	<u>53,029</u>	<u>52,757</u>	<u>51,166</u>	<u>49,423</u>
Combined Authority operational Net Expenditure	328	466	466	466	466	466
MRP - existing	3,097	3,115	3,096	3,052	3,014	3,010
External interest	1,388	1,388	1,388	1,388	1,388	1,153
Investment income	(1,819)	(1,274)	(1,032)	(952)	(396)	(658)
Interest + MRP (Unfunded capital schemes)	98	907	1,119	1,119	1,119	1,119
<b>Total MCA Expenditure</b>	<u>3,092</u>	<u>4,602</u>	<u>5,037</u>	<u>5,073</u>	<u>5,591</u>	<u>5,089</u>
<b>PTE &amp; MCA Base Cost</b>	<u>60,440</u>	<u>58,488</u>	<u>58,066</u>	<u>57,830</u>	<u>56,756</u>	<u>54,513</u>
	0.6%	-3.2%	-0.7%	-0.4%	-1.9%	-4.0%
Levy reduction reserve	(6,076)	(5,211)	(4,789)	(4,553)	(3,480)	(1,236)
Transport Levy	<u>54,364</u>	<u>53,277</u>	<u>53,277</u>	<u>53,277</u>	<u>53,277</u>	<u>53,277</u>
	-1.1%	-2.0%	0.0%	0.0%	0.0%	0.0%
<b>Use of reserves:</b>						
<b><u>Levy reduction reserve</u></b>						
Balance b/f	24,437	18,361	13,150	8,361	3,808	328
Planned use	(6,076)	(5,211)	(4,789)	(4,553)	(3,480)	(1,236)
Balance c/f	<u>18,361</u>	<u>13,150</u>	<u>8,361</u>	<u>3,808</u>	<u>328</u>	<u>(908)</u>

## Budget Assumptions

**1.1** The following section provides an overview of the specific areas of expenditure within the SYPTE Budget for 2020/21.

### **1.2 Payroll**

As in previous years, the gross payroll budget comprises of a fully costed structure less £250k allowance for vacancies in the year. It has been assumed that, in line with the local government pay settlement, all staff will receive a 2% cost of living increase and any spinal point increases as required. The net increase to the PTE's budget is c.£200k for the full year. The number of posts on the establishment has been reduced from 189 as at December 2018 to 182 as at September 2019, of which 11 posts are currently vacant.

The 2020-23 triennial valuation by South Yorkshire Pensions Authority's Actuary has resulted in the level of future service rate (FSR) increasing from 14% to 16.4% including the future effect of McCloud Review. However, on a positive note, the fund is no longer in deficit. Therefore, the deficit payments of £1m pa will no longer be required.

### **1.3 Rotherham Interchange**

Rotherham Interchange officially re-opened towards the end of April 2019.

As a result of the refurbishment work, which was largely funded through prudential borrowing, there will be an increase in capital financing costs which will appear in the MCA transport related expenditure budget for 2020/21. This will be covered from the levy reduction reserve. There is the further impact of depreciation, which is covered in paragraph 1.7 below.

### **1.4 Inflation**

Specific contract inflation has been applied to contracts. Inflation has been assumed at 2.5% for all other contracts.

### **1.5 Concessions**

Mandatory concessions make up 41% of the SYPTE budget. Whilst SYPTE is constantly refining the model to better forecast the costs of concessionary travel, this process is complicated by the number of factors that impact on patronage. Some variables can be easily identified, including:

- entitlement (most notable of which is the change in the state pension age);
- changes in the network; and
- how passes are issued.

Other variables, however, including the impact of social and economic factors (for instance, how people choose to shop) are more difficult to predict and model.

Elderly patronage continues to decline. However, the resulting saving is being offset by inflationary increases in reimbursement rates. The current assumption is that this will lead



to a net increase in cost of £22k for the 2020/21 budget, offset by savings on the issue of passes.

Child patronage is increasing. The reimbursement rate is also increasing as fares rise and the child fare remains fixed at 80p. Overall this results in an increased cost of child concessions by £446k.

## **1.6 Tendered Bus Services**

As with the other contracts it has been assumed a contractual, inflationary increase of 2.5% will apply to all contracts for the renewals that fall within the 2020/21 financial year.

The net result of these changes is a £173k increase against 2019/20 whilst managing the impact on the customer offer.

These assumptions are based on Option 1 (2% reduction in transport levy).

## **1.7 Financial Obligations**

The 2020-23 triennial valuation by South Yorkshire Pensions Authority's Actuary have recently been published. The results show that SYPTE's share of the pension fund is now in surplus. It has therefore been assumed that the annual deficit recovery contribution will cease with effect from 2020/21, thus yielding an annual saving of £1m.

Depreciation is assumed to increase due to the revaluation of land and buildings, in particular as a result of the recent refurbishment of Rotherham Interchange, but the excess is fully funded by the Revaluation Reserve.

For 2020/21 interest payments are forecast to reduce by £3.595m due to the repayment of loans in line with the MTFS. Opportunities for early repayment to yield further interest savings will continue to be assessed, but none have presently been included in the proposed budget on the basis that the cost of implementing such measures such as early redemption penalties will outweigh the benefits.

## **1.8 Operational Expenditure Not Included Elsewhere**

Finance officers worked with all budget holders across SYPTE and the MCA to identify the pressures and potential savings for 2020/21 for each of their operational areas. There is one main factor which will have an adverse impact on SYPTE's budget for 2020/21.

In an effort to offset the running costs of on-street furniture (bus stops and shelters) SYPTE has a long-standing contract for advertising displays on some shelters. The company providing the advertising sought to reduce the payment being made to SYPTE, and served notice on the contract, which has now expired on 1st October 2019. A new provider has now been appointed but the net reduction on SYPTE's income is assessed at £175k for 2020/21. The income generated by the new contract increases significantly in future years and has been included in the MTFS.

Savings have been secured across all operational areas of the business that have helped to offset the inflationary and incremental pressures in payroll costs. Only savings that do not have a detrimental impact on services have been included in the proposed budget.

After accounting for the points noted above, the overall increase in Operational Expenditure is £255k.

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**TRANSPORT BOARD**

**10<sup>th</sup> January 2020**

**PROPOSED 2020/21 SOUTH YORKSHIRE TRANSPORT CAPITAL PROGRAMME**

**Purpose of Report**

To seek endorsement from Transport Board to submit the proposed 2020/21 South Yorkshire Transport Capital Programme to the MCA for approval.

**Thematic Priority**

Secure investment in infrastructure where it will do most to support growth.

**Freedom of Information and Schedule 12A of the Local Government Act 1972**

The paper will be available under the Combined Authority Publication Scheme.

**Recommendations**

That members of the Transport Board:

- Note the contents of the proposed 2020/21 South Yorkshire Transport Capital Programme report, and;
- Endorse the proposed capital programme for onward approval by the MCA.

**1. Introduction**

- 1.1** This paper presents the proposed 2020/21 South Yorkshire Transport Capital Programme, including indicative figures for the following 4 years 2021-25.

Members of the Transport Board are asked to consider and endorse the proposed capital programme for submission to the MCA for approval on 27 January 2020.

- 1.2** The South Yorkshire Transport Capital Programme includes projects managed by the South Yorkshire Passenger Transport Executive (SYLTE), as well as programmes commissioned by the MCA as the accountable body for central government grant.
- 1.3** It is important to note that there are no new scheme proposals within the proposed 2020/21 capital programme that will have an impact on the revenue budget due to the costs of borrowing required to fund such schemes.

## 2. Proposal and justification

- 2.1** It is proposed to invest £60.1m in the South Yorkshire Transport capital programme in 2020/21, as summarised in the following table. Taking into account indicative figures for the 4 years 2021-25, the total investment in the capital programme would reach £273.2m, on the assumption that the MCA's bid in November 2019 for Tranche 2 of the Transforming Cities Fund (TCF) will be successful at the higher end of its bid.

**2.2**

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	Forecast	Proposed	Indicative	Indicative	Indicative	Indicative
	£'000	£'000	£'000	£'000	£'000	£'000
<b>South Yorkshire Transport Programmes:</b>						
Transforming Cities Fund - Tranche 1	4,300					
Transforming Cities Fund - Tranche 2		30,400	109,000	90,100		
Highways Capital Maintenance	11,901	12,219				
Integrated Transport Block	8,428	8,428				
SYLTE	8,754	9,028	6,056	4,179	3,800	
BDR Transport Capital Pot	2,693					
Pothole Fund						
<b>Total</b>	<b>36,076</b>	<b>60,075</b>	<b>115,056</b>	<b>94,279</b>	<b>3,800</b>	<b>0</b>

- 2.3** The South Yorkshire Transport Capital Programme is limited geographically to the area covered by the four constituent member authorities and also funds programme activity undertaken by SYLTE. The programme largely comprises:
- Transforming Cities Fund
  - SYLTE's capital programme (covering both small and large scale projects)
  - Highways Capital Maintenance (HCM) (mainly carriageway resurfacing projects carried out by 3 of the 4 constituent member authorities)
  - Integrated Transport Block (ITB) (a range of schemes designed to meet local transport needs and priorities)
  - Ongoing work to develop the Mass Transit scheme beyond outline business case (OBC) stage.
- 2.4** The vast majority of funding for the South Yorkshire Transport Capital Programme comes from central government grants, but as shown in the following table the funding mix also includes borrowing for one scheme in next year's proposed programme: Supertram Re-railing Phase 2. This method of financing was approved as part of the 2018/19 capital programme. No borrowing is planned for any other schemes, now that Rotherham Interchange has been completed, and it is expected that the BDR pot will be fully spent in 2019/20.
- 2.5** When assessing the borrowing requirement, finance officers have had regard to the Prudential Code and built assumptions around capital financing costs into the South Yorkshire Transport revenue budget.
- 2.6** Of total funding (£60.1m) for the proposed 2020/21 capital programme, central government grant accounts for £54.6m (91%), borrowing £4.2m (7%) and revenue £1.2m (2%).

	2020/21 Proposed £'000
<b>South Yorkshire Transport Programmes:</b>	
Transforming Cities Fund	30,400
Highways Capital Maintenance	12,219
Integrated Transport Block	8,428
Borrowing	4,236
Tram-Train grant	1,890
Mass Transit grant	1,000
Use of reserves	664
Revenue contributions to capital	588
Capital grants unapplied	550
Better Bus Area grant	100
<b>Total</b>	<b>60,075</b>

#### Transforming Cities Fund

- 2.7** The figures in the table above assume that the MCA will be successful in securing funding at the higher end of its bid, i.e. £230m. The announcement from DfT is expected in late February or early March 2020, i.e. after the MCA on 27 January. **Appendix A** shows the split of proposed programme by corridor and sources of funding.
- 2.8** If the outcome of the bid differs from what has been assumed in this report, a report seeking approval to vary the programme will be submitted to the next available MCA meeting.
- 2.9** It is assumed for the purposes of this report that the £4.3m of TCF Tranche 1 funding will be fully defrayed by the end of 2019/20.

#### SYLTE

- 2.10** SYLTE's proposed capital programme for 2020/21 amounts to £19.9m, an increase of £9m compared to the 2019/20 original budget. This increase is primarily driven by the anticipated TCF Tranche 2 programme, as can be seen in the table at paragraph 2.12.
- 2.11** A breakdown of each project within the proposed SYLTE capital programme is shown in **Appendix B**, totalling £19.9m as noted above. This is £10.9m higher than the figure of £9m as per the table in paragraph 2.2 because SYLTE's proposed programme includes projects which are funded by TCF (£8.9m and ITB (£2m). TCF and ITB are separately identified at programme level in the table at paragraph 2.2, thus avoiding double-counting.
- 2.12** Within SYLTE's element of the overall programme is the Mass Transit post-OBC scheme. A separate report on this scheme is on the agenda for the MCA in January. The latest estimated cost for 2020/21 of continuing to develop this scheme after the OBC has been submitted is c.£2.5m, of which DfT has already committed to fund £1m, thus underlining the Department's confidence that this scheme will gain programme entry. The proposed funding mix is shown in the table below:

<b>Funding source</b>	<b>£'000</b>
DfT	£1,000
Reserves	£664
SYLTE Revenue	£400
ITB	£200
SCR Revenue	£160
SCC	£50
<b>Total</b>	<b>£2,474</b>

Of the above, £2.26m will pass through SYLTE accounts whilst the remaining £210k represents the estimated cost of time worked on the project by officers from the SCR Executive Team and Sheffield City Council.

#### Highways Capital Maintenance

- 2.13** HCM accounts for 20% of the overall programme, and it is proposed to retain the current methodology for allocating funding to the three constituent member authorities. In other words, the DfT formula will be applied and the grant will be passported accordingly to Barnsley, Doncaster and Rotherham, split £3.7m, £4.9m and £3.6m respectively. Sheffield does not receive an allocation because of its Streets Ahead programme which is part-funded by PFI credits from central government.
- 2.14** A breakdown of the proposed HCM programme for 2020/21 is shown in **Appendix C**.
- 2.15** The future of HCM beyond 2020/21 is currently uncertain. The Mayor will continue to lobby central government on behalf of the MCA for the continuation of HCM. Representations have already been made in readiness for the Spending Review in 2020, although this approach may need to be revisited due to the political uncertainty at a national level.
- 2.16** A bid has been submitted for 2019/20 HCM Challenge funding which could see individual authorities granted additional funding, via the MCA, before the end of the current financial year. The bid allocation is as follows: Barnsley £1.08m, Doncaster £4.9m and Rotherham £0.8m. Notification of the outcome of the bid is due before the end of December 2019, however this date was set prior to the General Election being called, so there is a reasonable chance that any announcement will be delayed.

The second part of the Challenge Fund was submission of an expression of interest against a larger pot of funding to be allocated during 2020/21. A single regional bid has been submitted, led by Doncaster but still through the MCA, for £10.25m. The due date for announcing if the bid will proceed to the next stage is also end of December 2019.

#### Integrated Transport Block

- 2.17** ITB accounts for 14% of the overall programme, and it is used by the four constituent member authorities and SYLTE to deliver schemes which meet local transport needs and priorities. It is currently delivered as a single fund and not disaggregated into five individual pots; this enables the funding to be flexibly deployed to meet fluctuating needs and to provide the best investment for the region. However, to facilitate the initial development of the programme, partners are given approximate values to work towards, using population estimates as part of the methodology.
- 2.18** Each partner then develops and submits a provisional programme in line with its local priorities and the LTP team then review this against regional strategic priorities, including the Mayor's SCR Transport Strategy. If any of these priorities are revised prior to adoption, the relevant areas of the ITB programme will be re-assessed.

- 2.19** Each partner's draft programme still needs to go through full board/cabinet approval. This will not be completed until later in Q4 2019/20, so it needs to be noted that the current proposed allocations could still be subject to change. The 'shares' of the programme are not fixed though; this is a single fund which can be re-allocated when appropriate to deliver the best possible return for the region.
- 2.20** A breakdown of the ITB programme is shown in **Appendix D**. As reported at Q2, it is expected that there will be some slippage in the 2019/20 programme, partly due to the fact that local transport officers have prioritised resources towards the development of the TCF Tranche 2 bid, submitted on 28 November 2019. At this stage it is too early to say what the level of slippage is likely to be, so it has been disregarded for the purposes of setting the 2020/21 capital programme. Requests for slippage will be brought back to the MCA as part of the 2019/20 outturn report.
- 2.21** As with HCM, the future of ITB beyond 2020/21 is currently uncertain. The loss of £20m per annum of transport capital funding (HCM & ITB combined) would significantly impair the region's ability to respond to local transport needs and priorities.

ITB is used as a means of funding feasibility work as preparatory activity leading up to grant approval for full scale schemes, for instance those schemes in the proposed TCF Tranche 2 programme. ITB is also to be used as match funding for the proposed TCF programme.

Hence, the loss of ITB in particular would increase delivery risk of the TCF programme not only in SYPTe's case as the primary source of funding for the local contribution but also because it provides capacity to develop schemes at feasibility stage.

As noted in the 2020/21 revenue budget report, work on the medium term financial strategy will be starting early in the new year, and the identification of the future funding model or alternative options for local transport activity will be considered as a priority.

### **3. Consideration of alternative approaches**

- 3.1** Do nothing – the option of not developing a proposed capital programme for 2020/21 has been disregarded because the MCA has a statutory duty to set its capital programme in advance of the forthcoming financial year.

Do more – the option of developing a larger scale capital programme has been dismissed because it would be imprudent to set a programme without the means to fund that programme.

### **4. Implications**

#### **4.1 Financial**

The financial implications are clearly set out in Section 2 and the accompanying appendices of this report.

#### **4.2 Legal**

There are no legal implications arising directly from this report.

#### **4.3 Risk Management**

Although by its nature the capital programme for the forthcoming year is always based on assumptions, for 2020/21 there is considerable uncertainty in terms of the largest element of the programme, i.e. Transforming Cities Fund. The outcome of the MCA's bid will not be known until late February or early March. The programme will need to meet an aggressive timescale if it is to avoid the risk of grant clawback by DfT. For some schemes within the TCF programme, the delivery risk presents a considerable challenge.

This risk can be mitigated to a certain degree by spending at risk (using local contribution) on resourcing up, proceeding with design, feasibility and OBC work now in anticipation of a successful outcome.

There are further risks around future funding beyond 2020/21, especially re: HCM & ITB. ITB is of particular concern, as noted in paragraph 2.21. These risks will be taken into consideration as part of medium term financial planning.

#### **4.4 Equality, Diversity and Social Inclusion**

The principles of equality, diversity and social inclusion are built into the annual budget-setting process, and are taken into consideration when assessing budget pressures and savings proposals. Any equality implications that members must have regard to under s.149 Equality Act 2010 will be set out in detail in the report that accompanies any recommendation about specific proposals.

### **5. Communications**

- 5.1** Consultation with transport officers of all four constituent member authorities has been undertaken in the process of developing the various elements of the capital programme.

The TCF bid was presented to the MCA at its previous meeting in November 2019.

### **6. Appendices/Annexes**

- 6.1** Appendix A – Transforming Cities Fund capital programme 2020-23  
Appendix B – SYPTTE capital programme 2020/21  
Appendix C – Highways Capital Maintenance programme 2020/21  
Appendix D – Integrated Transport Block programme 2020/21

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: n/a



**Proposed Transforming Cities Fund Programme – split by corridor and sources of funding (£m)**

HIGH (£ million)	2019/20	2020/21	2021/22	2022/23	Total
<i>River Don Corridor</i>					
DfT capital	0	4	18.6	24.1	<b>46.8</b>
Local contribution	0.5	0.7	1	1.5	<b>3.6</b>
Private contribution	1.6	0.6	0.8	0.1	<b>3.1</b>
<b>Total</b>	<b>2</b>	<b>5.3</b>	<b>20.4</b>	<b>25.7</b>	<b>53.5</b>
<i>Dearne Valley Corridor</i>					
DfT capital	0	12.4	51.1	21.2	<b>84.6</b>
Local contribution	4.7	4.7	1.2	0.3	<b>11</b>
Private contribution	0	0	2	0	<b>2</b>
<b>Total</b>	<b>4.7</b>	<b>17.1</b>	<b>54.3</b>	<b>21.5</b>	<b>97.6</b>
<i>AMID Corridor</i>					
DfT capital	0	14	39.3	44.8	<b>98.1</b>
Local contribution	6.1	6.1	0.3	2.9	<b>15.5</b>
Private contribution	0.4	0.9	0	0	<b>1.3</b>
<b>Total</b>	<b>6.5</b>	<b>21</b>	<b>39.6</b>	<b>47.8</b>	<b>114.8</b>

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## 2020/21 Capital Programme

V2.5 DRAFT 29 November 2019

		FUNDING 2020/21			
Project Number	Project Name	TOTAL	ITB	TCF	Other
<b>Committed Schemes</b>					
91813	Tram Train	£1,889,523			£1,889,523
91878	Rotherham Interchange Refurbishment	£188,000			£188,000
91910	Supertram Rail Replacement	£4,235,508			£4,235,508
91906	SCR Mass Transit FBC	£2,264,000	£200,000		£2,064,000
91801	BRT North	£20,000	£20,000		£0
91950	Meadowhall Toilet Refurbishment	£5,000	£5,000		
<b>Schemes with no Contractual Commitments at Present</b>					
<b>Transforming Cities - Schemes included in Bid (EFC's and 2020/21 funding reflect the HIGH bid at present)</b>					
91884	A18 Bus Priority	£240,000		£240,000	
91851	A61 Wakefield Road Bus Corridor	£1,616,496	£150,000	£1,466,496	
91960	A638 / Warning Tongue Lane Signalisation	£52,000		£52,000	
91961	A638 / Gliwice Way Bus Imps	£500,000		£500,000	
91893	Barnsley Doncaster Key Route	£867,837		£867,837	
91963	A630 Bus Improvements	£535,000		£535,000	
91893	BRT (S)	£1,914,000	£0	£1,914,000	
91955	Iport Bridge	£401,358	£150,000	£251,358	
91819 / 91675	Magna Tram Train Stop and P&R	£288,682		£288,682	
91417	Parkgate P&R	£169,281	£100,000	£69,281	
91790	Parkgate Link Road	£1,631,794	£50,000	£1,581,794	
91962	Taylor's Lane Roundabout	£303,000		£303,000	
91959	Hatfield and Stainforth Station	£54,436		£54,436	
91959	Kirk Sandall Station	£51,978		£51,978	
91959	Bolton Station	£23,051		£23,051	
91959	Goldthorpe Station	£16,247		£16,247	
91959	Thurnscoe Station	£11,086		£11,086	
91959	Wombwell Station	£16,230		£16,230	
91959	Elsecar Station	£38,700		£38,700	
91959	Barnsley Station	£49,796		£49,796	
91959	Mexborough Station	£90,652		£90,652	
91959	Conisborough Station	£60,763		£60,763	
91959	Bentley Station	£27,753		£27,753	
91959	Adwick Station	£37,173		£37,173	
91959	Darnall Station	£100,000		£100,000	
91964	Zero Emissions Bus Trial	£200,000		£200,000	
<b>Bus Network Investment - To support bus partnerships</b>					
-	Bus Lanes Review - Sheffield	£50,000			£50,000
	Bus Lanes Review - Barnsley	£25,000	£25,000		
	Bus Lanes Review - Doncaster	£25,000	£25,000		
	Bus Lanes Review - Rotherham	£25,000	£25,000		
	Electric Bus - Implementation Doncaster	£50,000	£50,000		
	Bus Lane on Market Road	£25,000	£25,000		
	Bus Stop Rationalisation	£50,000			£50,000
<b>Integrated Rail Plan</b>					

	Park & Ride Penistone	£5,000	£5,000		
	Expansion of Meadowhall Park & Ride	£10,000	£10,000		
	Feasibility of Tram/Tram-Train Extensions	£20,000	£20,000		
	Feasibility of a New Station at Waverley	£20,000	£20,000		
<b>Design Work for Future Years</b>					
91897	Design Work for Future Years	£73,500	£73,500		£0
<b>Others</b>					
	Mexborough Market Gateway	£78,000			£78,000
91716	Smart Ticketing	£613,325	£180,000		£433,325
	IT Spend	£40,000	£0		£40,000
<b>Annual Programmes</b>					
-	Shelter Programme	£100,000	£100,000		£0
-	CT Vehicle Replacement	£150,000	£150,000		£0
91774	Programme Wide Costs	£394,000	£394,000		£0
<b>Life Cycle Works</b>					
-	Park & Ride - Refurbishment	£70,000	£70,000		£0
-	Car Park Equipment	£180,000	£180,000		£0
<b>Grand Total</b>					
		<b>£19,903,169</b>	<b>£2,027,500</b>	<b>£8,847,313</b>	<b>£9,028,356</b>

**Highways Capital**  
**Maintenance Programmes -**  
**Draft Allocations for**  
**2020/21 December 3rd**

Category of Activity	2020/21 Prospective Allocation	Summary Description
<b>BMBC Programme</b>	<i>Total Settlement - £3,690,000</i>	
Carriageway resurfacing	£1,845,000	
Principal Road Network	£922,500	
Cycleways & Footways	£332,100	
Bridges	£516,600	
Street Lighting	£73,800	
<b>Current BMBC Programme Totals</b>	<b>£3,690,000</b>	BMBC have not yet approved an overall capital programme for 20/21, of which, the Maintenance Block grant will fund part, so at this point cannot give any indicative outputs. This detail will be developed further on finalisation of programme allocations.
<b>DMBC Programme</b>	<i>Total Settlement - £4,910,000</i>	
HCM Needs & Incentive - Carriageways	£3,979,000	Carriageway resurface 5.5km Carriageway surface dress 28km Carriageway Micro Asphalt 3.1km Carriageway Patching 29,000m <sup>2</sup>

HCM Needs & Incentive - Footways		Footway Resurface 2.5km Footway Slurry 17.8km
Street Lighting	£81,000	Street lighting maintenance works.
Bridges	£850,000	Principal Inspections of Highway Structures. Repair, strengthening or replacement of Highway Structures
<b>Current DMBC Programme Totals</b>	<b>£4,910,000</b>	
<b>RMBC Programme</b>	<i>Total Settlement - £3,619,000</i>	
HCM - Highway Repair Programme	£2,500,000	15 potential indicative sites for carriageway surface dressing 8 potential indicative sites for carriageway resurfacing
HCM - Footway Repair	£500,000	Indicative allocation, further development of profile to be completed
HCM - Street Lighting	£290,000	8 separate locations planned for improvement
HCM Bridge Maintenance	-	
To be allocated	£329,000	The full implications of the November 2019 flooding are currently being assessed, this portion of the 2020/21 allocation has been held back as a contingency and decisions on distribution will be made once the impact of the flooding is known.
<b>Current RMBC Programme Totals</b>	<b>£3,619,000</b>	
<b>Current South Yorkshire Programme Totals</b>	<b>£12,219,000</b>	

## 2020-21 IT Block Programme Development - Draft v4 Nov 22nd 2019

Partner	Assigned LTP Strategic Investment Theme	Project name	High level description	Strategic Goal Alignment	Mayoral Transport Vision - Commitment Alignment	Strategic Policy Alignment	Indicative allocation
BMBC	Active Travel	ITB Cycling Package Match	ITB allocation to provide match funding for BMBC's TCF programme. The specific distribution of the match will be defined once a final TCF award and programme is known. Based on current proposals it is ear-marked for use against the Bar Lane to Royston cycle route (improvements and extension to Smithies Lane) and the route options for A61 River Dearne cycle route.	1,2,3	1,3,8,9	1,4,8,9	£500,000
DMBC	Active Travel	Transforming Cities Fund Match	ITB allocation to provide match funding for DMBC's TCF programme. The match will be applied against Active Travel schemes, the specific distribution will be defined once final TCF award and programme is known.	1,2,3	1,3,8,9	1,4,8,9	£186,000
DMBC	Active Travel	Cycling Infrastructure	A package of cycling infrastructure improvements across the borough (e.g. signage, surfacing, route enhancements, etc.), in order to improve cycle safety, increase accessibility and encourage cycling uptake. Interventions will capture requirements not included within the TCF bid.	2,3	9,10	4,7,8,9	£160,000

DMBC	Active Travel	Cycle Parking	A package of cycle parking installations and improvements across the borough, to improve accessibility, increase bike security and encourage more cycling.	2,3	9	4,7,8,9	£20,000
RMBC	Active Travel	Connectivity	Allocation for small scale interventions improving locations where there are obstacles to movement around the network.	3	8,9	7,8,9	£75,000
RMBC	Active Travel	A6109 Meadowbank Road Cycle Infrastructure	ITB match to TCF scheme. Traffic light controlled toucan crossing, linking two sections of existing cycle infrastructure on the route which extends through Kimberworth - town centre - canal - Sheffield Road.	1,3	1,8,9,10	1,4,7,8,9	£50,000
RMBC	Active Travel	Smarter Choices	Additional cycle parking in Rotherham town and district centres. Also includes provision for Electric Vehicle charging points.	2,3	9	5,8	£25,000
SCC	Active Travel	PROW 20/21	Delivering the PROW improvement plan as well as maintaining the network to an acceptable standard. Improvement of PROW's can include: <ul style="list-style-type: none"> <li>• Maintaining and improving bridges, gates and stiles</li> <li>• Signing and way marking</li> <li>• Improving path surfaces</li> <li>• Tree management – pruning, clearing and felling to ensure safety</li> <li>• Vegetation management – cutting and spraying</li> </ul>	2,3	8,9,10	4,7,8,9	£146,000
SCC	Active Travel	Cycling - Supporting Infrastructure	Provision of cycle parking, public tyre pumps, etc.	2,3	9	4,5,8	£50,000
SCC	Active Travel	Cycling - Vaughton Hill Crossing	New crossing on the Little Don Link, connecting two sections currently severed by road.	1,2,3	1,9,10	1,5,7,8,9	£100,000



SCC	Active Travel	Cycling Interventions	Options still being fully developed, looking at off-road cycle routes.	3	9	8,9	£87,001
C/Wide (RMBC)	Air Quality and Climate	Air Quality Monitoring	Countywide scheme involving roadside monitoring of pollution associated with transport emissions. The monitoring assesses changes in air pollution concentration in the region including those as a result of LTP interventions to reduce emissions.	2	6	4,5	£20,000
C/Wide (RMBC)	Air Quality and Climate	Air Quality Modelling	Countywide scheme involving roadside modelling of air quality pollutants associated with transport emissions, along with the greenhouse gas carbon dioxide. South Yorkshire local authorities use a shared "Airviro" system to model emissions (and their dispersal) from road transport, and have developed a very detailed transport emissions database covering all of South Yorkshire.	2	6	4,5	£20,000
SCC	Air Quality and Climate	Air Quality Monitoring Equipment	Replacement and new installation of equipment, to enable increased monitoring and provision of data to inform progress and future investment needs.	2	6	4,5	£12,516
SCC	Air Quality and Climate	ULEV Charging Network Match Funding	Contribution towards the ULEV Taxi Charging Point Fund.	2	6	4,5	£140,000
BMBC	Major Schemes & Scheme Development	Preliminary Scheme Design	Planning for potential future schemes.	Dependent on subsequent type of scheme	Dependent on subsequent type of scheme	Dependent on subsequent type of scheme	£50,000
DMBC	Major Schemes & Scheme Development	Minor Works Development Package	Allocation for small scale ad-hoc activities to support and enhance development of the wider transport	Dependent on subsequent	Dependent on subsequent	Dependent on subsequent type of scheme	£135,388

			programmes, e.g. additional survey requirements for TCF.	type of scheme	type of scheme		
DMBC	Major Schemes & Scheme Development	West Moor Link	ITB match funding to the major scheme. Following completion of the bridge works this will be used for feasibility of the key junction improvements.	1,3	2,3	1,2,3,8	£100,000
SCC	Major Schemes & Scheme Development	Network Management Scheme Development	Developing the requirements and interventions for the next round of Intelligent Transport System activity.	1	1,4	2,4	£29,000
SCC	Major Schemes & Scheme Development	IRR Medium Term Congestion Schemes (NTH)	ITB match for the SCRIF scheme at Bridgehouses, road widening and inclusion of cycling facilities.	1,3	1,8,9	1,2,4,7,8	£211,000
SCC	Major Schemes & Scheme Development	Broadfield Road Improvement Scheme	ITB match for NPIF scheme. Junction improvement, widening, bus lane provision, adjacent cycle scheme and pedestrian bridge.	1,2,3	1,2,8,9	1,2,4,5,8,9	£300,000
SYPT	Major Schemes & Scheme Development	Public Transport - Design Work for Future Years	Preparatory work for schemes to be implemented in future years. 2020/21 projects to include; Park & Ride Penistone, Expansion of Meadowhall Park & Ride, Feasibility of Tram/Tram-Train Extensions, Feasibility of a New Station at Waverley.	1,3	1,3,8	1,3,6,8,9	£196,500
SYPT	Major Schemes & Scheme Development	SCR Mass Transit	ITB match funding for the 2020/21 works on developing the business case for the Large Majors scheme (total scheme allocation for 2020/21 is £2m)	1,2,3	1,3,6,8	1,4,5,8,9	£260,000
BMBC	Network Management	Traffic Management - Upgrade of existing signal infrastructure	Laithes Lane A61 Wakefield Rd junction, signal upgrade.	1,2	1	2,4	£300,000
BMBC	Network Management	Traffic Management - Upgrade of existing signal infrastructure	Doncaster Road / Neville Avenue junction, signal upgrade.	1,2	1	2,4	£88,086

DMBC	Network Management	Dropped Crossings	A package of pedestrian dropped kerb provision across the borough, assessed on the basis of accessibility, mobility and connectivity.	3	8,9	7,8,9	£40,000
DMBC	Network Management	Footways 20-21	Installation of footways and footway enhancement works across the borough to improve safety and increase accessibility for pedestrians.	3	8,9	7,8,9	£45,000
DMBC	Network Management	Doncaster Bus Partnership Infrastructure/Activities	A package of bus related infrastructure improvements to enhance accessibility, connectivity and journey reliability.	1,3	1,6,8	1,5,8,9	£60,000
DMBC	Network Management	Travelwise Commuter Plan	Installation of small scale capital items to enable uptake of revised travel plans, in support of STAF behaviour change activities.	3	9	8	£20,000
DMBC	Network Management	Direction Signing - Boroughwide	A package of direction signing enhancements based around improving accessibility, connectivity and journey reliability.	1,2	1,3	2,4	£60,000
DMBC	Network Management	Traffic Management Measures - Boroughwide	A package of minor traffic management interventions across the borough (signing, road markings, bollards, parking control, Traffic Regulation Orders etc.) targeted at areas of concern, in order to improve accessibility, connectivity, and aid the flow and movement of traffic, including pedestrians.	1,2,3	1,3	2,4,8	£100,000
DMBC	Network Management	Local Signing Schemes	Ongoing network management programme to review and improve/install signing and lining around the transport network.	1	1	2	£50,000
DMBC	Network Management	Enforcement Scheme	TRO's to support the design, delivery and implementation of local transport schemes.	1	1	2	£50,000

DMBC	Network Management	CCTV Scheme	Ongoing programme of renewal and installation of CCTV equipment for monitoring and managing traffic flow.	1	1	2	£20,000
RMBC	Network Management	Manvers Way Capacity Improvements	Widening scheme to increase flow and reduce congestion delay.	1,3	1,8	2,4,7	£197,509
RMBC	Network Management	Rother Way Metering	Managing the traffic flow on the approach to the three arm roundabout (A631/A630). Currently this approach is causing peak time queues back to Whiston Crossroads.	1,3	1,8	2,4,7	£50,000
SCC	Network Management	Streets Ahead Accessibility Opportunities	Piggybacking PFI work to implement changes in "one go". Common small scale interventions include reducing street clutter, new dropped crossings, handrails and lining.	3	8,9,10	7,8,9	£80,000
SCC	Network Management	Double Yellow Lines (incl. pavement parking)	Addressing requests for loading & waiting facilities across Sheffield - currently there is a list with over 1000 requests submitted by residents and businesses.	1,2,3	1,10	2,6,7,9	£70,000
SCC	Network Management	Taxi Rank Improvements	Rolling programme of improvements to taxi rank facilities derived through consultation with drivers and operators. Reduces congestion hotspots and safety risks.	1,3	1,8,10	2,4,7,8	£50,000
SCC	Network Management	Midland Station Congestion	Feasibility of improvements around the taxi rank and pick up/drop off point. Road space is currently limited and results in difficult movement of vehicles through this area.	1,3	1,8	2,4,8	£200,000
SCC	Network Management	Streets Ahead Enhancements	Project to provide pedestrian improvements and facilities at the same time as the Streets Ahead intensive core investment programme - specific schemes being agreed with cabinet member.	3	8,9,10	4,7,8,9	£325,000

C/Wide (SYLTP)	Programme Management	LTP Central Team Programme Management	Delivering ITB as a single consolidated programme, enabling delivery and creating increased regional benefits. STAF management to maximise the benefits delivered through the revenue programme and improving regional opportunities for future funding rounds. Management of HCM to provide transparency of the works delivered through the designated DfT annual allocations. SRP management to deliver educational & behaviour change activities on behalf of South Yorkshire LA's and emergency services. Co-ordination of activities and priorities across the local transport partnership. Provision of countywide casualty data service.	Enabling the contribution to all commitments, goals and policies as provided by the individual schemes within each programme.			£208,000
C/Wide (SYLTE)	Public Transport	Wheels to Work	Continuation of scheme loaning scooters to people who have difficulties getting to work, training or college due to a lack of suitable public transport. Allocation to provide the capital vehicle purchase.	1	8	1	£70,000
SCC	Public Transport	Bus Hotspots	Package of schemes to address bus delay hotspots, extension from Better Bus programme.	1,3	1,8	2,4,8	£50,000
SYLTE	Public Transport	CT Vehicle Replacement	Ongoing programme of Community Transport vehicle replacement. Continuation of annual replacement programme.	1,3	8	1,9	£152,000
SYLTE	Public Transport	Shelter Programme	Ongoing programme of life cycle works (repairs, improvements, replacements). Continuation of annual replacement programme.	1,2,3	1,8	2,6,7	£102,000

SYPTE	Public Transport	A61 Wakefield Road Bus Corridor	ITB match for the TCF scheme providing bus priority interventions and upgraded bus infrastructure on the corridor.	1,2,3	1,2,4,8	1,2,4,8,9	£200,000
SYPTE	Public Transport	Smart Ticketing	Delivery of the 2020/21 (year 3 of 5) smart ticketing and integration programme. The ITB request for funding is part of a larger package of works in relation to the smart ticketing programme. Other elements are being funded separately. The aims of the project as part of the ITB funded deliverables are to help facilitate an increase in patronage, improve business efficiencies and improve customer accessibility and satisfaction.	1,3	4,8	2,8	£220,000
SYPTE	Public Transport	Parkgate Link Road	TCF Match. Provision of an alternative route into Parkgate from Aldwarke Lane to remove traffic from the A633, a key public transport route and currently affected by significant congestion.	1,2,3	1,2,8	1,2,4,8,9	£60,000
SYPTE	Public Transport	Electric Bus - Doncaster	Identifying the infrastructure requirements to enable a test route to be implemented for electric bus. Previous study has identified positive options for this in Doncaster, specific route to be identified.	1,2	1,4,6	4,5,8	£60,000
SYPTE	Public Transport	BRT North	Completion of BRT North. Contribution to completed major project.	1,2,3	1,3	1,2,5,8	£21,000
SYPTE	Public Transport	Bus Network Investment	Investing in bus network to help deliver partnership and strategy goals. Actions resulting from bus lanes review in Barnsley, Doncaster and	1,2,3	1,6,7,8	1,2,5,8	£120,000

			Rotherham. Bus lane works on Market Rd.				
SYPT	Public Transport	Life Cycle Works	Capital maintenance and upgrades to existing infrastructure. Works to include Meadowhall Toilet Refurbishment, Park & Ride Refurbishment (e.g. ticket machines), Car Park Equipment (e.g. replacement barriers).	1,2,3	1,7,8	1,4,7,8	£316,000
SYPT	Public Transport	lport Bridge	ITB match for the TCF scheme to provide an active travel and public transport only bridge over the River Torne linking West End Lane with the lport.	1,2,3	1,6,8,9	1,3,7,8,9	£200,000
SYPT	Public Transport	Parkgate P&R	TCF match. Currently a temporary P&R is being completed, but this will design a new, larger, permanent P&R facility to accommodate tram/train.	1,2	1,3,8	1,3,6,8	£120,000
BMBC	Safer Roads	Collision analysis	Devising schemes to address collision cluster sites and lengths, which have been identified and prioritised by data analysis.	3	10	7	£10,000
BMBC	Safer Roads	School Safety Zones	Targeted improvements around primary schools, addressing both safety and the perception of safety.	3	8,9,10	7,9	£10,000
BMBC	Safer Roads	Identified Schemes	Minor improvements to current infrastructure; lining, signing & lighting.	3	10	7	£30,000
BMBC	Safer Roads	SIDS	Installation of additional Speed Indicator Devices (SIDs) to influence driver behaviour, four locations to be identified.	3	10	7	£5,000
BMBC	Safer Roads	VAS	Installation of Vehicle Activated Signs (VAS) to influence driver behaviour, some replacements and some upgrades.	3	10	7	£20,000

BMBC	Safer Roads	New Footways	Installation of new footway adjacent to Cannon Hall to improve safety and perception of safety for pedestrians.	3	8,9	7,9	£25,000
BMBC	Safer Roads	Social Inclusion	Programme of dropped crossings at locations (to be determined) providing safer crossing facilities in areas where safety is perceived to be an obstacle.	3	8,9	7,9	£25,000
DMBC	Safer Roads	Targeted Casualty Reduction scheme	Analysis of the annual STATS19 road casualty data to identify areas/locations requiring attention and develop 3/4 schemes on a 'Worst First' basis.	3	8,10	7	£175,000
DMBC	Safer Roads	Safer Communities - Boroughwide	A package of minor road safety interventions across the borough (signing, road markings, pedestrian enhancements, surface treatments etc.) targeted at areas of concern, in order to improve road safety, reduce danger and the occurrence of road casualties.	3	9,10	7,9	£75,000
DMBC	Safer Roads	Reduced Speed Limits	The provision of 20mph speed limits in residential areas, prioritised on road safety, public health, levels of deprivation and air quality information, in order that the greatest potential benefits can be delivered to the worst affected communities.	2,3	8	4,7	£50,000
RMBC	Safer Roads	LSS & Crossings	Continuation of the current 'Worst First' programme with specific interventions defined on a rolling basis.	1,3	8,10	2,7,8,9	£200,000
RMBC	Safer Roads	A6109 Meadowbank Road crossing	Additional crossing to provide improved and safer accessibility of public transport service.	1,3	8,10	2,7,8,9	£100,000



RMBC	Safer Roads	A6123 Great Eastern Way crossing	TCF Match. New crossing on dual carriageway, location currently ranked 1st (PV <sup>2</sup> data) for pedestrians wanting to cross.	1,3	8,10	2,7,8,9	£350,000
RMBC	Safer Roads	A629 Upper Wortley Road crossing	TCF Match. Long-standing request for additional crossing facility, location currently ranked 2nd (PV <sup>2</sup> data) for pedestrians wanting to cross.	1,3	8,10	2,7,8,9	£100,000
SCC	Safer Roads	Sheffield Accident Savings	Range of small scale works to help prevent accidents; including Sheaf Street pedestrian crossing improvement, development of new schemes for delivery and school keep clear works.	1,3	9,10	2,7	£45,000
SCC	Safer Roads	Sheffield Accident Savings Abbeydale / Wolseley Rd Jn	Junction and crossing improvement to reduce risk and perception of risk for all road users.	1,3	1,8,9,10	2,7,8,9	£80,000
SCC	Safer Roads	Sheffield Accident Savings Ecclesall / Greystones Rd Jn	Junction and crossing improvement to reduce risk and perception of risk for all road users.	1,3	1,8,9,10	2,7,8,9	£80,000
SCC	Safer Roads	Sheffield Accident Savings Oughtibridge Accident Savings	Amendments to traffic flow to reduce instances of cyclist injuries, requirement identified through cycle casualty data.	1,3	1,8,9,10	2,7,8,9	£88,000
SCC	Safer Roads	Citywide 20mph schemes	Continuation of SCC's programme to establish 20mph zones distributed across the city. Delivery of locations developed through 19/20 ITB; Fox Hill, Hillsborough and Sharrow Vale.	2,3	9,10	4,7,8	£337,000
SCC	Safer Roads	20mph Feasibility (Hutcliffe Wood East, Farleigh & Crosspool)	Continued preparation of future schemes to maintain the delivery of the 20mph programme.	2,3	9,10	4,7,8	£45,000

**£8,428,000**

## Key to Goals, Policies and Commitments

Goal	Mayoral Vision Commitments	Policy
1. Residents and businesses connected to economic opportunity.	1. I will invest in tram-train, bus rapid transit, bus networks, active travel and tackle our congestion hotspots.	1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this.
	2. I will develop a plan for road investment that takes a co-ordinated and long term perspective.	2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this.
	3. I will ensure that local, regional and national road and rail investment delivers for this region.	3. Invest in integrated packages of infrastructure to unlock economic growth and support Local Plans, including new housing provision.
	4. I will ensure that new technology improves the customer experience of travelling in and around the Sheffield City Region.	
	5. I will actively support improved public transport connections to Doncaster Sheffield Airport and ensure that regional rail investment delivers fast and efficient rail links to major airports.	
2. A cleaner and greener Sheffield City Region.	6. I will work with partners to deliver a zero-emissions public transport network and we will eliminate the need for AQMAs.	4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs.

	7. I will undertake a review of the bus network in South Yorkshire, to look at all options for improving local bus services.	5. Lead the way towards a low carbon transport network, including a zero-carbon public transport network.
		6. Work in tandem with the planning and development community to create attractive places.
3. Safe, reliable and accessible transport network.	8. I will invest in services to ensure that residents with disabilities, young people, the elderly and those who are isolated economically and geographically are able to travel easily, confidently and affordably.	7. Ensure people feel safe when they travel and invest in our streets to make them more attractive places.
	9. I will put pedestrians and cyclists at the centre of our transport plans.	8. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel.
	10. I will ensure that safety is planned into all future transport investment and that road safety education initiatives are prioritised.	9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces.

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**TRANSPORT BOARD**
**10<sup>th</sup> January 2020**
**DELIVERING THE TRANSFORMING CITIES FUND PROGRAMME**
**Purpose of Report**

This report sets out how the City Region intends to work with scheme sponsors to deliver the Transforming Cities Fund programme by March 2023.

**Thematic Priority**

Secure investment in infrastructure where it will do most to support growth.

**Recommendations**

That members of the Transport Board:

- Note the scale of investment and timescales associated with the Transforming Cities Fund
- Note the ongoing work highlighted in Section 2 that would enable SCR to offer appropriate leadership and support to partners to help ensure successful scheme delivery
- Recommend to the MCA a new approach to enable earlier release of scheme development funds (as set out in section 2.14), noting that this includes changes to the current levels of delegated responsibility
- Recommend to the MCA a revised approach to approving different stages of business case development, noting that this includes changes to delegated responsibility as set out in sections 2.15 and 2.16.

**1. Introduction**

- 1.1** The Strategic Outline Business Case (SOBC) for the Transforming Cities Fund (TCF) was submitted to the DfT on 27<sup>th</sup> November 2019. A decision is expected before March 2020.
- 1.2** The development of a large capital programme requires significant early investment to ensure constituent projects deliver robust business cases. This is especially important with this programme given the 3-year delivery timeframe.
- 1.3** This paper proposes that the Transport Board considers recommending to the MCA that TCF scheme development funding should be made available earlier on in a project's life as well as how TCF scheme development and construction could be delivered differently. The paper also proposes arrangements for the appraisal and approval of TCF schemes. The recommendations only relate to the SCR's TCF programme and no others.

## **2. Proposal and justification**

- 2.1** The TCF programme will be judged a success by Government if SCR delivers a time-limited complex programme to time and budget. Given the size of the programme and the limited period to deliver schemes a 'business as usual' approach to delivering the programme is unlikely to succeed. Attention is now focused on proposing the best possible arrangements to deliver efficiently and effectively, ensuring that we have procedures to aid project and programme delivery.

This paper looks at two programme level risks that have been identified that could be constraints on our ability to deliver the programme on time and budget. They relate to the availability of resources to deliver the programme (both internal and external) and funding scheme development costs. It also considers project leads and how projects will be approved.

- 2.2** The final SCR TCF SOBC included three funding scenarios for capital programmes that need to be delivered over the four years to March 2023. The final values were:

- Low - £185 million
- Medium - £200 million
- High - £229 million.

These values include 5% inflation across the funding period and an allowance for risk drawn from a quantified assessment of the risks identified in the risk register

### **Programme Delivery key issues**

#### **Project leads**

- 2.3** To be efficient and effective in delivery, an important principle is that schemes should be delivered by those best placed to do so, which has tended to mean those that are solely/predominantly public transport should be led by South Yorkshire Passenger Transport Executive (SYSTE), active travel schemes by District partners and multi-modal schemes (that combine both) by District partners too.
- 2.4** However, there are some individual schemes or groups/packages of schemes that may not be considered as 'business as usual' because they are cross-boundary, they are more complex/higher risk, or they involve external partners (e.g. Northern Trains or Highways England). Therefore, there needs to be an early decision about who is best to lead each project/package.

#### **Procurement of specialist support**

- 2.5** Partners have also told us that in 'scaling up' to deliver such an ambitious programme, they will need to use the commercial market (especially for construction), but the extent of this input is still being assessed. Initial discussions with representatives of the construction industry have suggested that having 'packages' of schemes is more likely to lead to economies of scale and will be more appealing to the market. The packages could be thematic, cross-boundary or based on project size.
- 2.6** Delivering construction packages externally could lead to improved cost certainty through 'early contractor involvement', investment in specialist design skills, capacity over and above local Direct Labour Organisations (DLO's) and specialist construction skills for more complex projects such as West End Lane Bridge in Doncaster. Although this approach leads to a reduction in local partner control and complexities through approval processes, these issues have been well managed by partners in the past. There is a risk that there will be a lack of capacity in the market due to pressures of national infrastructure and other TCF programmes, SCR are looking at mitigating this by early engagement.
- 2.7** SCR will continue to work with partners to understand where additional construction resource is required with a view to be able to offer SCR as a lead to access appropriate

support. Packages of work would be devised in consultation with the market to maximise benefits. Management of a pipeline of coordinated projects coming to the market would reduce the risk that Local Authorities are disadvantaged by others monopolising limited resources.

### **Funding of scheme development costs**

- 2.8** Once the different packages and delivery arrangements have been finalised, the next stage is scheme development and progress through the business case process. Investment in high quality business case development will significantly decrease the likelihood of schemes needing to be reconsidered and revised at a later date, reducing the likelihood of increasing costs as well as increasing the likelihood of successful programme delivery.
- 2.9** The capital programme in the SOBC is made up of specific schemes and an estimate of the scale of funding required to deliver them. However, the development of a capital scheme business case is a three staged process that could involve significant costs. The key outputs of each business case stage are:

### **Strategic Outline Business Case (SOBC): The TCF bid was the SOBC stage.**

- Confirming the strategic need for the project
- Scoping of the project – having assessed the long list of options and identified the preferred way forward

### **Outline Business Case (OBC):**

- Options appraisal – leading to an understanding of the preferred scheme option
- Surveys, initial 'outline' design work and good quality construction cost on the preferred option
- Completion of necessary regulatory processes
- Consultation – to understand support for the scheme and how it will be delivered
- Costing of tasks required to get to FBC

### **Full Business Case (FBC):**

- Completion of detailed design work
- Better cost certainty following procurement process, leading to a construction partner
- Confirmation of all project management arrangements

Each of the business case stages provides greater certainty of scheme costs and delivery, with the OBC and FBC being assessed by SCR's appraisal panel before making a recommendation on how the scheme should progress.

- 2.10** Because of the size of the programme SCR partners are seeking an improved ability to 'cash flow' project development costs through SCR allowing partners to recoup their expenditure earlier than they can now. To be clear, these are costs that could be recouped as part of the project at a later stage anyway.
- 2.11** Business case development is always undertaken with the risk of a capital project not proceeding. If this happens (and a capital 'asset' is not created), the cost of the project to that point should be treated as 'revenue' expenditure, with repayment of any grant from SCR required as this risk would always need to be retained by the promoting partner authority and not SCR.
- 2.12** Although the detail of the development costs will vary considerably depending on the size and type of scheme in the programme, as a rule of thumb (and at a programme level) it can be assumed that the cost of the two initial Business Cases (SOBC then OBC) could be around 2% of the total capital cost of the programme, with additional design,

procurement and other fees adding an additional 10% to enable the scheme to move from OBC to FBC. This should be based on actual confirmed estimated costs associated with specific projects. An assumption of 12% fees equates to around £28m on a £229m programme.

- 2.13** Partners have shared with us that continuing to only enable costs to be recouped at FBC stage is likely to lead to a risk of them working on a limited number of business cases at any one time, which in turn increases the likelihood of the programme not being delivered in full by 2023.
- 2.14** In order to support delivery partners straight away, it is recommended that funding should be released earlier than at present – with a simple 2% of the total scheme cost (as included in the bid/SOBC) being used as a rate to facilitate the development of their OBC. Following approval of the OBC it is proposed that additional funding should be released to assist with final scheme development of the Full Business Case.

#### **Business Case approval**

- 2.15** It is proposed that OBC would be the primary scheme appraisal and decision-making point, the OBC would then be approved by the MCA. The anticipated costs to develop an FBC should be included within an OBC and so would also be approved by the MCA, subject to an appropriate level of detail being provided.
- 2.16** The primary purpose of an FBC should be to confirm the schemes costs and delivery approach. DfT have confirmed that the TCF schemes should be managed as a programme, so it is recommended that - as long as value for money is maintained, cost increases post OBC are no more than 10% and any increase can be managed within the overall programme, that FBC's be approved by a Statutory Officer within the Executive Team, in consultation with the Chair of the Transport Board. 10% is suggested as this is consistent with the level of programme level risk: any projects with cost increases of more than 10% would have to be approved by Transport Board and/or the MCA. This revised approach is designed to ensure that there is full visibility of the programme, whilst reducing the potential effect of the eight- week meeting cycle of the full MCA meeting.

### **3. Consideration of alternative approaches**

#### **3.1 Funding of Scheme Development Costs**

The current approach would see promoters continue to be able to recoup costs once a scheme is approved and in contract. This approach may increase the risk that partners would be limited in the number of business cases they could develop at any one stage and therefore increase the risk of the TCF programme not being delivered in full by 2023.

An alternative approach would be for development funds to be paid at conclusion of OBC. Although this would still be welcomed by partners, it leaves a residual risk that partners don't have the resources to develop schemes from SOBC to OBC.

An alternative approach would be for Local Authorities to borrow to cashflow business case development from SOBC to FBC. Borrowing costs could be capitalised which would have the effect of spreading the interest charge over the life of the asset.

An alternative approach is for SCR to use existing frameworks to engage directly with consultants to secure the necessary resources to deliver a high quality OBC, then FBC. This approach has the potential advantage of economies of scale and securing the market early but could add in another contractual layer that would need to be managed.



## 3.2 Business Case approval

It would be possible to retain the current approach for Business Case approval however the meeting cycle timescale (MCA approvals at OBC and FBC) could significantly slow down scheme delivery.

## 4. Implications

### 4.1 Financial

This paper recommends that scheme development costs within the TCF programme can be recouped earlier in a schemes life than they can now. This is a decision that can be made locally, but any costs of developing schemes that don't then progress would become a revenue liability, with repayment of any grant from SCR required as this risk would always need to be retained by the promoting authority and not SCR.

Although we do not have any 'grant conditions' from the DfT yet, other grants from the Department have enabled this approach. Although any recommendation in this paper would have to be in alignment with grant conditions, DfT have previously been clear that adopting this revised approach would be a local decision.

### 4.2 Legal

No specific legal implications have been considered at this stage, however, there would be a contractual arrangement (including grant conditions) required with scheme promoters as indicated in section 2.8.

### 4.3 Risk Management

The key risk is that capital monies are 'advanced' to fund scheme development costs on schemes that may not then progress – and these costs should become a revenue liability. This liability must be retained by the promoting authority and not SCR.

The development of robust, transparent, proportionate and efficient systems for delivering TCF is a key part of managing a successful programme and the significant risks associated with delivering a large programme in a relatively short time frame.

### 4.4 Equality, Diversity and Social Inclusion

No specific equality, diversity and social inclusion issues are considered at this stage.

## 5. Communications

5.1 No communications are proposed in relation to this report.

## 6. Appendices/Annexes

### 6.1 Nil

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## TRANSPORT BOARD

10<sup>th</sup> JANUARY 2020

### Active Travel Update

#### Purpose of Report

This report provides an update for Transport Board members on the work of the Active Travel Programme, led by Dame Sarah Storey and gives the Board the opportunity to discuss the key principles underpinning the development of the Active Travel Implementation Plan.

#### Freedom of Information

Thematic Board Papers and any appendices will be made available under the Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.

#### Recommendations

Board members are asked to:

- Note the progress on the Active Travel Programme
- Approve the approach to creating a programme to 2040

## 1. Introduction

- 1.1 The Active Travel Commissioner and her team have been in place for 7 months, and since her appointment Dame Sarah Storey has joined with the other Commissioners in calling for the government to provide continuous funding for Active Travel. The Transforming Cities Fund (TCF) Bid has recently been submitted and that contains a work programme of up to £130m of Active Travel schemes up to 2023.
- 1.2 Following the submission of our TCF bid, work has been progressing to develop a region wide, active travel network that articulates the breadth and extent of infrastructure provision required, to enable a significant increase in walking and cycling by 2040. This network has been developed in partnership with Local Authority Stakeholders and using specialist support from across the country.
- 1.3 The transport team are preparing the Active Travel Implementation Plan (ATIP) which is part of a series of implementation plans that will be used to deliver the policies and goals contained in the SCR Transport Strategy. The ATIP will set out the challenges and objectives for active travel plus the scheme level detail required to deliver the SCR wide

active travel network. It is intended the ATIP will be put before the Transport Board at its February meeting. This report outlines the direction of travel and gives the board the opportunity to discuss the key principles underpinning the development of the ATIP.

## **2. Proposal and justification**

- 2.1** Active Travel now has its Programme Board and Advisory Board in place, to inform and guide work - the Advisory Board last met in Doncaster on 28<sup>th</sup> November and endorsed the approach to the programme outlined in this report.
- 2.2** In October 2019 the scheme launched an interactive map, which has already over 2,700 comments from over 850 registered contributors. We will continue to widen the opportunities to engage with all the communities in the region. In the view of members of the Advisory Board, the level of engagement achieved is exemplary, and well above most other engagement about travel and transportation. This information will be used on an ongoing basis to inform network development. The map comments are being used to refine the active travel network and will be retained to inform detailed scheme design. Over three quarters of the registered contributors have become stakeholders by asking us to email them programme information.
- 2.3** Our programme has been informed by the work of Chris Boardman's team in Manchester, and we contracted his advisor, Brian Deegan to hold a series of workshops, one in each authority. This work has helped produce a draft active travel network for the whole of South Yorkshire, which we are currently refining with our partners. This also allows us to envision a new generation of confident active travellers, born in 2020, and coming of age in 2040.
- 2.4** The Network will be developed between now and 2040. The Active Travel Implementation Plan is under development and will follow the same format as the other Implementation Plans setting out where we are now, key challenges, objectives and plans to achieve the objectives. The Network will be delivered in stages, the first phase will be delivered through the TCF programme. Later stages will be subject to ongoing conversations with Government about funding. The activity required to develop the Network will be set out across three maps;
- Map 1 will show the schemes being delivered currently and in the next five years,
  - Map 2 will identify the schemes that we aim to deliver in the next five years and
  - Map 3 will show the full network we want to achieve by 2040 that requires further scoping work, in the next five years.
- 2.5** The ATIP builds on the Local Cycling and Walking Infrastructure Plan (LCWIP), which SCR successfully secured support from DfT to develop in 2017. LCWIPs were intended to take a more strategic, evidence led approach to improving the conditions for cycling and walking and offered support to develop two corridors per authority area. The ATIP takes the LCWIP corridors and expands on this to create a region wide network.
- 2.6** We have calculated the cost of putting in place the mapped network by 2040, and the aim is to make this the clear vision for active travel in the ATIP. We will also take the comments from the interactive map, in discussion with our partner authorities, and where possible use them as a guide to improve infrastructure provision.
- 2.7** In order to provide the infrastructure required to enable large numbers of people to walk and cycle as well as to assist the flow of buses on our roads, the way we allocate road space needs to be reviewed. Our discussions with elected members and officers have highlighted a key issue – to get people to shift to bus use and active travel we need better services and facilities, and we can't create those without taking away space for cars: we can't take away space for cars without having good alternatives in place.

- 2.8** To reflect the synergies between the Roads Plan and the Active Travel plan and to address the joint issues of road space allocation and congestion, the SCR will submit both drafts to the Board for consideration together, in February 2020. The Roads Plan acknowledges the need to create space for active travel and sets out that we will take an integrated approach to redesigning roads, which prioritises, walking, cycling and public transport.
- 2.9** It is proposed that a key part of our plan aimed at addressing the integration of active travel, is to create low traffic neighbourhoods. The Commissioner has visited Waltham Forest in London, where the construction of these has lowered vehicle use and ownership and raised the levels of walking and cycling. In SCR over half of trips 2km or less, are taken by car, these include over a quarter of trips under half a km. These are the sort of trips that need to be targeted to be turned into local walking and cycling trips.
- 2.10** A low traffic neighbourhood should use point closures to restrict the opportunities for cars to travel through the area but allow residents and services to access properties and exit the neighbourhood. It would be permeable for cycling and walking trips and significantly enhance the local environment. It would also include a residents' parking zone.
- 2.11** Our plan, therefore will look at creating low traffic neighbourhoods alongside the existing TCF schemes, and to help reduce the number of vehicles, to help create space for more walking, cycling and public transport enhancements on main roads.

The active travel plan will therefore include a linked-up network of:

- Low traffic neighbourhoods
  - Segregated cycle facilities on busy roads (and junction treatments)
  - Footway improvements
  - Off road network improvements (next to waterways or disused railway lines)
  - Crossings for active travellers (both walking and cycling)
  - Major infrastructure such as active travel bridges
- 2.12** Over the coming weeks there will continue to be dialogue with the Local Authorities to refine the mapping work in particular focusing on ensuring a complete network map for 2040 and an interim map of activities to deliver to 2025. This will be a key component of the Implementation Plan which will be considered by Transport Board in February 2020.
- 2.13** We have also been in discussion with the Department for Transport (DfT) about the importance of revenue funding and have indicated that to maximise the chances of success for our ambitious programme we will need revenue funding to increase considerably from its current level. The DfT's own research into this area suggests that it should be in excess of 20% of capital allocated to active travel. Since the DfT rules allow 5% of capital to be spent on complimentary measures for a scheme, we have calculated our requirement at 15%.

### **3. Consideration of alternative approaches**

- 3.1** An alternative approach would be to continue with major corridor active travel routes, which are largely the product of piecemeal funding. These have been largely focused on cycling because the research tools available are for the propensity to cycle. In South Yorkshire the number of people walking five times a week is approximately fifteen times the number cycling five times a week.

Further, the piecemeal approach makes it difficult to create a linked network of cycling and walking routes to address the needs of the whole of the region in a strategic way.

## 4. Implications

### 4.1 Financial

Currently all funding for Active Travel schemes and most of the revenue support comes from specific DfT grants. There are longer term implications for any devolved settlements and to how these are balanced with other funding. We have been in discussion with the DfT who accept our approach at this point.

In November SCR submitted a proposed work programme to secure a one-year extension to the Sustainable Transport Access Fund. We await confirmation from Government that this has been successful.

### 4.2 Legal

There are no legal implications arising from this paper.

### 4.3 Risk Management

There are no risk management implications arising from this paper.

### 4.4 Equality, Diversity and Social Inclusion

The active travel project aims to be fully inclusive and this will be included in the Active Travel Implementation Plan.

## 5. Communications

- 5.1 The Active Travel Programme has a communications plan which is regularly updated. There continue to be several public appearances by Dame Sarah Storey each month, and these appear on the forward plan as soon as they are confirmed. The interactive map has been a key part of the communications strategy, which aims to broaden the reach and diversify the contributors.

## 6. Appendices/Annexes

- 6.1 None

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Other sources and references:

**TRANSPORT BOARD**

**10<sup>th</sup> JANUARY 2020**

**UPDATE ON THE BUS REVIEW**

**Purpose of Report**

This report provides an update to the Transport Board on the progress in undertaking the Mayoral Bus Review, led by Clive Betts MP.

**Freedom of Information**

The paper will be available under the Combined Authority Publication Scheme

**Recommendations**

Note the report and consider whether the board will respond to the panel's formal invitation for written evidence

**1. Introduction**

- 1.1** The bus review has progressed swiftly since it was commissioned in March this year (despite some delay caused by political events) and has examined the challenges in the current bus transport system and opportunities for improvement.

This paper summarises:

- The process for gathering evidence
- Emerging findings
- Next steps

**2. Proposal and justification**

**2.1** Process for gathering evidence

The review has taken a multi-faceted approach gathering evidence to ensure a rich and diverse evidence base. Key lines of enquiry were determined before fieldwork began to ensure the review would provide the Sheffield City Region Mayor with an independent assessment of:

- The current condition of the commercial bus and community transport sector in South Yorkshire, including the reasons for the decline in both registered bus services and bus passenger numbers;
  - The social, environmental and economic impacts of this decline in bus services and passenger numbers; and
  - The steps which should be taken to ensure commercial bus and community transport services meet the needs of South Yorkshire residents.
- 2.2** The panel commissioned baseline research from Sheffield Hallam University's Centre for Regional and Economic Social Research and the Open Data Institute Leeds comprising of both qualitative research (a literature review) and quantitative data analysis. The data analysis will provide a regionally focused assessment of bus service frequency and reliability (based on bus operator real time data) set against social and economic context.
- 2.3** The research will produce a set of recommendations for short, medium- and long-term bus network improvement that range from those that apply directly to the bus sector (such as, contactless ticketing technology) to allied policy areas and their indirect impact on bus transportation. For example, climate change, spatial and economic development.
- 2.4** At the heart of this has been public consultation to ensure a wide range of views inform the review's findings and recommendations.

#### *Survey*

A public survey was launched in May and has received over 6,600 responses. This has provided the review with useful intelligence on the attitudes of bus users but also crucially non-bus users about the regional bus network.

#### *Stakeholder engagement*

We have conducted a significant amount of stakeholder engagement as a means of gathering evidence for the review. This has included visits to other bus companies in England, meetings with representative organisations and holding community focus group sessions. The latter has been a good way of extending the reach of our consultation beyond 'the usual suspects'.

#### *Call for evidence*

In July the panel invited written submissions from people and organisations who would be able to provide more formal evidence and written responses to the review's key lines of enquiry. Responders (including SYPTE, the bus operators, Transport for London and unions) were then invited to discuss their submission in more detail at an oral evidence session held on Friday 11<sup>th</sup> October.

- 2.5** The panel have undertaken several visits to towns and cities to examine different models of bus operation and to consider what lessons could be learned from places where bus systems are in the same state of decline as in South Yorkshire. In particular, the panel have heard about innovative ways to increase bus patronage, encourage modal shift, and enhance bus partnerships so that they are better integrated with local systems.

#### **2.6** *Emerging findings*

The review was commissioned by the Mayor to examine all aspects of South Yorkshire's bus system with a view to identifying recommendations for improvement that will both increase patronage and support sustainability and stability of the bus transport sector. While this included consideration of new opportunities and powers provided by the Bus Services



Act 2017, the panel deliberately wanted to comprehensively consider the reasons behind falling patronage before arriving at a recommendation on governance models.

**2.7** Four key challenges for the bus system in South Yorkshire have emerged through the evidence gathered:

1. **The network faces significant bus reliability and frequency challenges** which damage the quality service received by passengers and disincentivises new customers
2. In some parts of South Yorkshire, particularly more rural and isolated communities, there is **inadequate connectivity between bus routes and with other modes of transport**
3. From a customer perspective, **the system is overly complicated and difficult to navigate**. This includes inconsistent provision of information, complex ticketing and fare structures, route information and the management of service changes.
4. **There is an inconsistent quality of network** between the different areas including quality of vehicles, provision of information and standard of infrastructure.

## **2.8** *Next steps*

- Early January 2020 - panel are due to meet with the Mayor to discuss emerging findings
- January 2020 – testing findings with stakeholders including local authorities
- March 2020 – report submitted to the Mayor and shared with the Combined Authority

## **3. Implications**

### **3.1 Financial**

There are no financial implications from this paper/presentation

### **3.2 Legal**

There are no financial implications from this paper/presentation

### **3.3 Risk Management**

There are no risk management issues from this paper/presentation

### **3.4 Equality, Diversity and Social Inclusion**

An equality impact assessment will be completed as part of the options analysis that will inform the recommendations made by the commission. The evidence base will also consider the needs of minority passenger groups such as the elderly or the economic disadvantaged.

## **4. Appendices/Annexes**

### **4.1** None

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Other sources and references:

**TRANSPORT BOARD**

**10 JANUARY 2020**

**SYLTE PERFORMANCE DASHBOARD**

**Purpose of Report**

The report provides an update on the performance of key areas of SYLTE activity.

**Freedom of Information**

Appendix 1 of this paper is exempt from publication under paragraph 3, part 1, section 12A of the Local Government Act 1972 as it contains commercially sensitive information relating to discussions with commercial Bus Operators.

**Recommendations**

Board are asked to note the contents of this report.

**1 Introduction**

- 1.1 The Performance Dashboard for the key areas of SYLTE activity is attached for Members to review.

**2 Proposal and justification**

- 2.1 The attached Dashboard provides a summary of key performance measures and operational issues within SYLTE's areas of activity.

**3 Consideration of alternative approaches**

- 3.1 Comments from Members are welcomed regarding the content for future Board meetings.

**4 Implications**

**4.1 Financial**

Financial implications of the issues presented are captured in SYLTE's Budget Management system.

**4.2 Legal**

There are no direct Legal implications from the report recommendations.

#### **4.3 Risk Management**

Risks on SYPTE activity are logged and monitored in SYPTE's Risk Management system.

#### **4.4 Equality, Diversity and Social Inclusion**

None.

### **5 Communications**

- 5.1** The report contains commercially sensitive information regarding discussions with Bus Operators and is not for public distribution.

### **6 Appendices/Annexes**

- 6.1 Appendix 1** - Performance Dashboard.

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Other sources and references: N/A

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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**TRANSPORT BOARD**

 10<sup>th</sup> January 2019

**FOR INFORMATION - Performance Dashboard**
**Purpose of Report**

This paper and accompanying performance dashboards provide board members with current performance information on transport programmes delivered by the SCR Executive on behalf of the LEP and MCA

**Thematic Priority**

Secure investment in infrastructure where it will do most to support growth

**Freedom of Information**

This paper may be released under a Freedom of Information request. In this section, it must be clear if the paper has any exemption under [Part II of the Freedom of Information Act 2000](#)

**Recommendations**

That Board members:

1. Scrutinise the performance information provided in order to identify future performance deep-dives or significant areas of risk; and
2. Review the format and detail of information to inform future iterations of the dashboard.

**1. Introduction**

- 1.1 Performance dashboards for the transport programmes of the LEP and MCA are attached for members to review -
  - Transforming Cities Fund (Tranche 1) - **Appendix 1**
  - Access Fund for Sustainable Travel – **Appendix 2**
  - Local Growth Fund - **Appendix 3**
  - SCR Borrowing – **Appendix 4**
  - Transport Activity – **Appendix 5**

**2. Proposal and justification**

- 2.1 The following is a summary of performance by programme -

### 2.1.1 Transforming Cities Fund (Tranche 1)

Further programme detail is provided in **Appendix 1a**  
A full performance dashboard is provided at **Appendix 1b**

In 2018 the Department for Transport awarded £4.244m for a programme of capital works focused on active travel initiatives to strengthen connectivity of key digital and manufacturing assets along the innovation district.

#### Outputs and Outcomes

The agreed programme targets are –

- Number of active travel projects – 11, to be completed by 31<sup>st</sup> March 2020
- Number of walking journeys – 3421, to be completed by 31<sup>st</sup> March 2021
- Number of cycling journeys – 2023, to be completed by 31<sup>st</sup> March 2021

#### Performance Summary

All 3 contracts, including 11 active travel projects, have now been signed with £195,647 claimed, including £7,890 paid to date. Of the 11 projects; 1 project is complete, 1 is on target and 9 are delayed in the commencement of works. 3 of the delayed projects are considered at high risk of not completing by 31<sup>st</sup> March 2020. Scheme promoters have reported that the risks related to the remaining 6 projects can be mitigated, however there is still concern that these may struggle to deliver within programme.

#### Management Action

The change control process is underway for the 3 projects at high risk of being unable to deliver as approved, the Department for Transport will be consulted accordingly throughout. The forthcoming Q3 updates will indicate whether performance of the 6 projects at low risk has been mitigated, should this not be the case appropriate remedial action will be agreed.

### 2.1.2 Access Fund for Sustainable Travel

Further programme detail is provided in **Appendix 2a**  
A full performance dashboard is provided at **Appendix 2b**

The Department for Transport (DfT) allocated £7.5m revenue funding in 2017 for a 3-year programme that aims to assist local growth by supporting access to employment, education and training, and increasing levels of physical activity through walking and cycling.

#### Outputs and Outcomes

The programme has 73 separate outcomes categorised across 10 work packages, due to be delivered by 31<sup>st</sup> March 2020. A selection of outcomes has been summarised to show the nature of activity and provide a fair overview of progress to date -

- Individuals receiving cycle training – 5,975
- Cycle loans (regular or electric) – 2,080
- Schools engaged in Active Travel sessions - 426
- Cycles checked/serviced – 8,679
- Wheels to Work scooter loans – 450
- Passengers on Job Connector bus services (per week) – 36,300
- Number of vehicles receiving ECO Stars rating – 500
- Learning disabled young people and adults receiving independent travel training – 240
- Number of individuals engaged at cycle safety event – 9,850
- Walking Boosts participants – 2,274



### **Performance summary**

The 2018/19 outturn position has been confirmed as £2,493,841 resulting in £6,159 being rolled into the 2019/20 funding allocation. Disaggregation of the outcomes to scheme promoter level notes strong delivery overall however there is a fair risk of performance reducing over the remainder of the final year. This risk is mitigated significantly should the proposed funding extension of up to £2.5m for 2020/21 be formally awarded.

### **Management Action**

Monthly review meetings are being held for the final year of the programme to facilitate proactive management of the risks. DfT are due to advise in early 2020 whether the proposed funding of £2.5m for the programme extension has been secured.

## **2.1.3 Local Growth Fund**

Further programme detail is provided in **Appendix 3a**

A full performance dashboard is provided at **Appendix 3b**

From a total Local Growth Fund (LGF) programme of £360m, £40.161m is ring fenced for a retained major's scheme, alongside £24.23m committed for five projects focused on enabling transport infrastructure to support SCR's growth ambitions. Business cases for a further two projects are in development with potentially £8.51m of funding subject to prioritisation and approval.

### **Outputs and Outcomes**

The project outputs and outcomes for transport schemes in the programme are –

- Length of road resurface – 2km, to be completed by March 2022
- New cycle ways – 44km, delivered March 2018
- Commercial floorspace created – 940,000sqm, to be completed by March 2022

### **Performance Summary**

At the end of Q1 2019/20 funding is 99% claimed for contracted projects, 4 of these are now complete. The only project in delivery is due to claim the remaining grant by the end of 2020/21. Outcomes achieved to date include 100% of new cycle ways, 3.3km of Supertram rails replaced and an enhanced Midland Mainline. Delivery of the remaining outcomes is subject to the prioritisation, approval and delivery of the projects in pipeline.

### **Management Action**

Enhanced monitoring is in place for the project in delivery. Projects in pipeline are being considered within the LEP programme review; one project is developing slower than anticipated resulting in proposed grant being reprofiled into 2020/21.

## **2.1.4 SCR Borrowing**

Further programme detail is provided in **Appendix 4a**

A full performance dashboard is provided at **Appendix 4b**

Borrowing of £19.79m and capital resources of £6.91m was secured in 2018 to support two key infrastructure refurbishment projects to facilitate enhancement of transport provision within South Yorkshire.

### **Outputs and Outcomes**

The projects were approved to deliver -

- Fully operational interchange and car park – 1, to be completed by March 2020
- New rail track – 10km, to be completed by March 2021

### **Performance Summary**

One project is nearing completion of a fully operational interchange and car park. The second project notes 36% spend of the allocated funding to date and the outcome of 10km of new rail track forecast to be completed in full during 2020/21.

### **Management Action**

No remedial action has been put in place as the trajectory indicates all outcomes will be achieved on target, however routine monitoring is taking place.

## **2.1.5 Transport Activity**

Further programme detail is provided in **Appendix 5a**

A full performance dashboard is provided at **Appendix 5b**

DfT funding of £2,528,569 has been committed to deliver three projects that are focused on securing investment in transport infrastructure and improving local air quality, to assist delivery of SCR's commitment to attract investment to the UK.

### **Outputs and Outcomes**

The projects were approved to achieve the outcomes by March 2019, this has since been revised to March 2020 -

- New low and ultra-low emission buses – 69
- Production of Mass Transit Outline Business Case - 1

### **Performance Summary**

One of the projects completed in 2017. The delayed spend and outputs/outcomes for remaining two projects is due to be fully achieved this financial year.

### **Management Action**

Enhanced monitoring has been implemented to track progress and mitigate risk.

## **3. Consideration of alternative approaches**

- 3.1** Members can shape how the projects are grouped for presentation within the dashboards, and the information included, to fulfil their remit for performance management.

## **4. Implications**

### **4.1 Financial**

LGF allocations are annual, therefore all contracted projects are monitored closely to ensure any potential underclaims are mitigated to prevent loss of funding.

DfT allocations are awarded for a set deliverable, therefore all contracted projects are monitored closely in accordance with the SCR's and DfT's governance requirements.

### **4.2 Legal**

Contracts are in place for all projects/programmes where the MCA is the accountable body.

### **4.3 Risk Management**

Risks on all projects are recorded, discussed during review meetings and mitigation actions are agreed and escalated as appropriate.

### **4.4 Equality, Diversity and Social Inclusion**

All projects promote inclusivity to ensure residents across SCR can access support/opportunities regardless of where they live.

## **5. Communications**

- 5.1** All existing projects form part of the organisation's communication plans.

## **6. Appendices/Annexes**

- 6.1** Appendix 1(a) and (b) the Transforming Cities Fund (Tranche 1)  
Appendix 2(a) and (b) the Access Fund for Sustainable Travel  
Appendix 3(a) and (b) the Local Growth Fund  
Appendix 4(a) and (b) the SCR Borrowing  
Appendix 5(a) and (b) the Transport Activity

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Background papers used in the preparation of this report are available for inspection at: N/A

Other sources and references: N/A

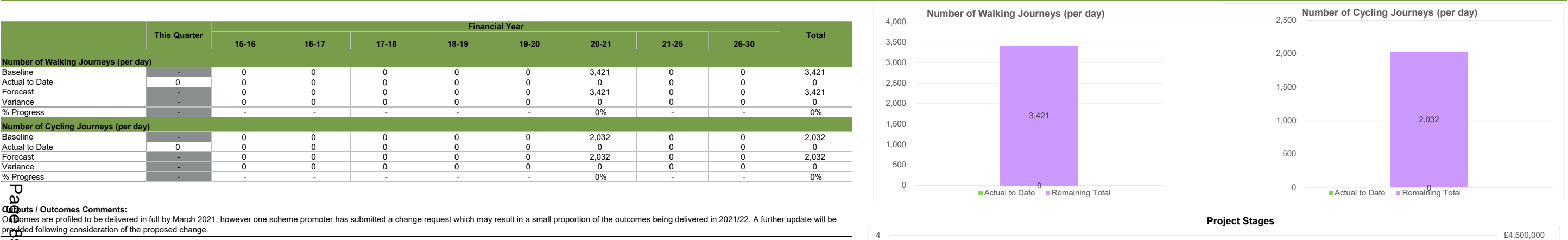
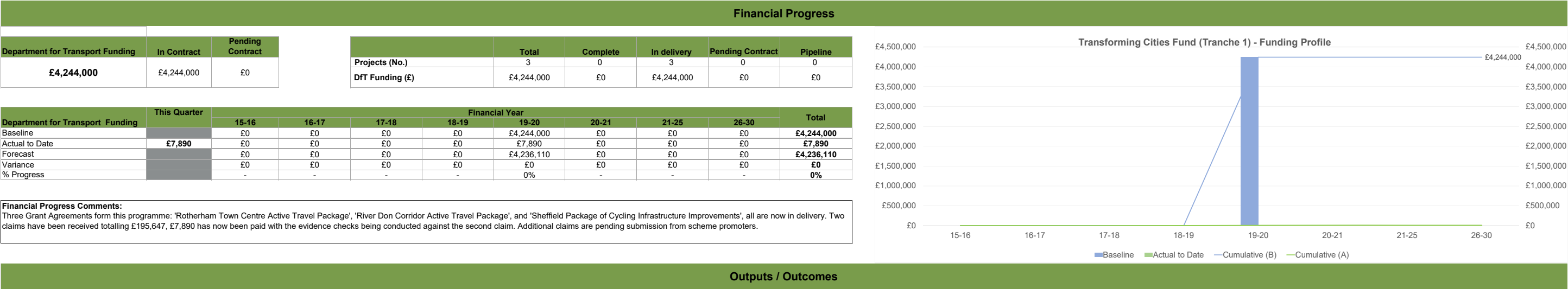
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Scheme Name:	Transforming Cities Fund Tranche 1			
Funder:	Department for Transport			
Programme value:	£4.244m			
Deliverers and Contract Values:	Promoter	Projects	Funding	Status
	Sheffield City Council	Sheffield Package of Cycling Infrastructure Improvements	£2m	In Delivery
	Doncaster Metropolitan Borough Council	River Don Corridor Active Travel Package	£1.264m	In Delivery
	Rotherham Metropolitan Borough Council	Rotherham Town Centre Active Travel Package	£980K	In Delivery
Timescale:	2018-2021			
Geography covered:	South Yorkshire			
Description:	<p>The programme involves three priority corridors within the Growth Innovation Corridor which were specifically identified to form the intervention area for this fund –</p> <ul style="list-style-type: none"><li>• River Don Corridor;</li><li>• Dearne Valley Corridor; and</li><li>• AMID.</li></ul> <p>The programme has three objectives –</p> <ul style="list-style-type: none"><li>• Measures to support an increase in active travel usage aimed at encouraging cycling and walking for shorter journeys and drawing of the exiting work through the Local Cycling and Walking Infrastructure Plan;</li><li>• Enhanced public transport information; and</li><li>• Building on the current Clean Air Zone proposals.</li></ul>			
Target Beneficiaries:	<ul style="list-style-type: none"><li>• Cyclists</li><li>• Pedestrians</li><li>• Public transport users</li></ul>			
Outcomes:				
Project Outcomes	Baseline	% Progress		
Number of walking journeys	3421	0%		
Number of cycling journeys	2023	0%		

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Executive Board: Transport - Transforming Cities Fund (Tranche 1)

This Quarter: Q2 2019/20

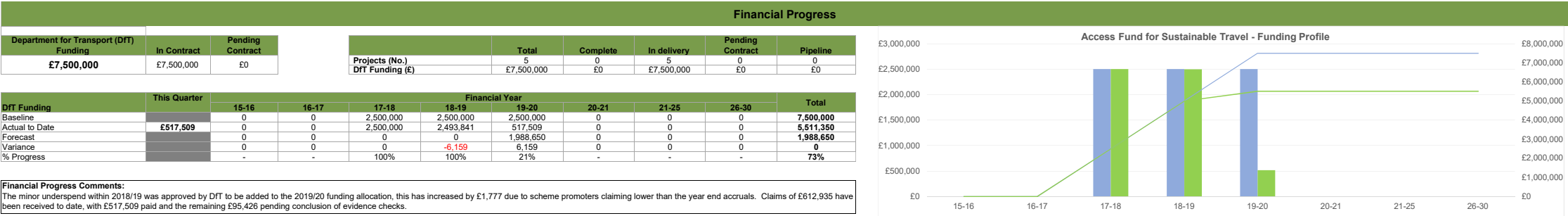


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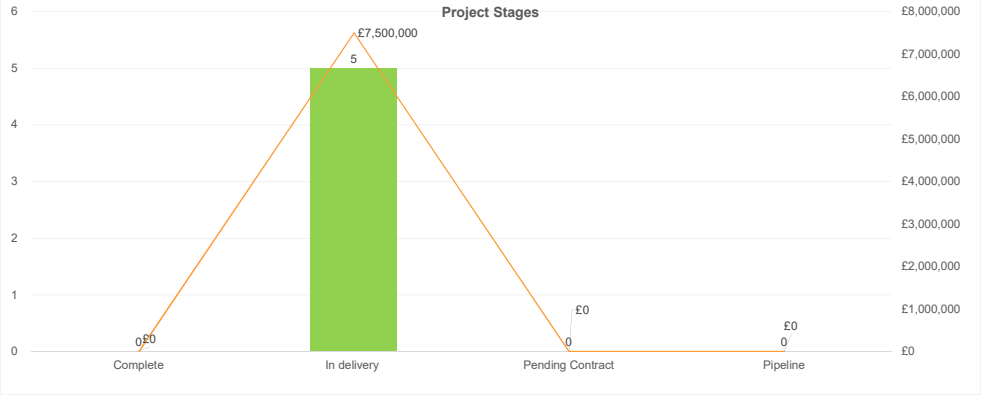


Scheme Name:	Access Fund for Sustainable Travel			
Funder:	Department for Transport			
Programme value:	£7,500,000			
Deliverers and Contract Values:	Promoter	Projects	Funding	Status
	Sheffield City Council	Access Fund for Sustainable Travel	£2,322,495	In Delivery
	Doncaster Metropolitan Borough Council	Access Fund for Sustainable Travel	£1,101,639	In Delivery
	Rotherham Metropolitan Borough Council	Access Fund for Sustainable Travel	£896,927	In Delivery
	Barnsley Metropolitan Borough Council	Access Fund for Sustainable Travel	£743,251	In Delivery
	South Yorkshire Passenger Transport Executive	Access Fund for Sustainable Travel	£2,360,688	In Delivery
	Programme management fee	Access Fund for Sustainable Travel	£75,000	In Delivery
Timescale:	2017-2021 (3-year programme)			
Geography covered:	South Yorkshire			
Description:	The aim of the Access Fund for Sustainable Travel is to - <ul style="list-style-type: none"><li>increase the level of active travel (walking and cycling), through various methods, including the provision of cycling training, cycle maintenance checks, cycle loans and Walking Boost events</li><li>assist individuals in accessing work and training through the provision of Job Connector bus services and the loan of scooters through the Wheels 2 Work scheme</li><li>increase the independence of young people and adults with learning disabilities through the provision of independent travel training</li><li>reduce fleet vehicles emissions, by enrolling businesses in the ECO Stars programme</li></ul>			
Target Beneficiaries:	<ul style="list-style-type: none"><li>Individuals engaging in, or interested in engaging in, active travel (walking and cycling), including via schools and workplaces</li><li>Young people and adults with learning disabilities seeking greater independence via travel training</li><li>Individuals seeking to access work or training via the loan of Wheels 2 Work scooters</li><li>Individuals seeking to access work or via job connector bus services</li><li>Businesses seeking to reduce emission via the ECO Stars scheme</li></ul>			
Outcomes:				
Work Package	Project Outcomes	3 Year Programme Targets		
		Baseline	% Progress	
Cycle Boosts	Individuals Receiving Cycle Training	5,975	195%	
Cycle Boosts	Cycle Loans (Regular or Electric)	2,080	77%	
In School Active Travel	Schools Engaged in Active Travel Sessions (Walking or Cycling)	426	85%	
Cycle Boosts	Cycles Checked/Service	8,679	57%	
Wheels 2 Work	Wheels to Work Scooter Loans	450	86%	
Job Connector	Passengers on Job Connector Bus Services	36,300	13%	
ECO Stars	Number of Vehicles Receiving an ECO Stars Rating	500	392%	
Independent Travel Training	Learning Disabled Young People and Adults Receiving Independent Travel Training	240	102%	
Cycle Boosts	Number of Individuals Engaged at Cycle Safety Event	9,850	96%	
Walking Boosts	Walking Boost Participants	2,274	86%	

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Risk Log						
Risk No.	Risk Event	Consequence	Mitigation	Likelihood (1-5)	Impact (1-5)	Score (1-25)
1	Project costs increase	Additional funding to be sourced	Activity robustly budgeted and managed	2	3	6
2	Bid activity for indicative funding for 2020/21 DfT funding extension not agreed	Impact upon continuation of activity and ability to deliver spend and outcomes for current programme and extension	Collaborative working with partners to ensure high quality bid and current activity continues	2	4	8
3	Inability to deliver outcomes	Under performance against DfT bid	Thorough testing of forecasts prior to bid submission and under performance managed via agreed change control	1	2	2
Risk Assessment		Risk Assessment Comments:				
AG		Risk assessment based on positive progress in terms of delivery and spend made by the programme to date, but with acknowledgement that the extension may still impact upon year end deliverability of current programme.				



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Scheme Name:	Transport - Local Growth Fund			
Funder:	Local Growth Fund			
Programme value:	£72,912,280 (includes ringfenced £40,161,000 for Retained Major Scheme)			
Deliverers and Contract Values:	Promoter	Projects	Funding	Status
	Sheffield City Council	Sustainable Transport Exemplar Programme	£10,507,017	Complete
	South Yorkshire Passenger Transport Executive	Sustainable Transport Exemplar Programme	£3,740,268	Complete
	South Yorkshire Passenger Transport Executive	Supertram Renewals	£3,000,000	Complete
	Sheffield City Region	Market Harborough Line Speed Improvements	£5,000,000	Complete
	Sheffield City Region	Strategic Testing Tools	£1,985,760	In Delivery
	Rotherham Metropolitan Borough Council	Greasbrough Corridor Improvements	£3,518,236	Pipeline
	Doncaster Metropolitan Borough Council	A630 Westmoor Link	£5,000,000	Pipeline
	Rotherham Metropolitan Borough Council	Waverley Link Road A630	£40,161,000	Ringfenced (Pipeline)
Timescale:	2015-2021			
Geography covered:	South Yorkshire			
Description:	A series of transport interventions developed to provide the enabling infrastructure to support Sheffield City Region’s growth ambitions and to enhance the quality of life for existing residents, employees and employers whilst also adding to the attraction for potential movement and investment into the area.			
Target Beneficiaries:	<ul style="list-style-type: none"><li>• Public transport users</li><li>• Highway users</li><li>• Pedestrians</li><li>• Cyclists</li></ul>			
Outcomes:				
Project Outcomes		Baseline	% Progress	
Length of road resurfaced (km)		2.34	0%	
New cycle ways (km)		44.41	100%	
Commercial floorspace created (sqm)		940,000	0%	
The programme also has outcomes outside of the LGF metric definitions, including –				
Supertram rails replaced (km)		3.3	100%	
Enhanced Midlands Mainline		1	100%	
Land use modelling tool		1	0%	
Transport modelling tool		1	0%	

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Executive Board: Transport - Local Growth Fund

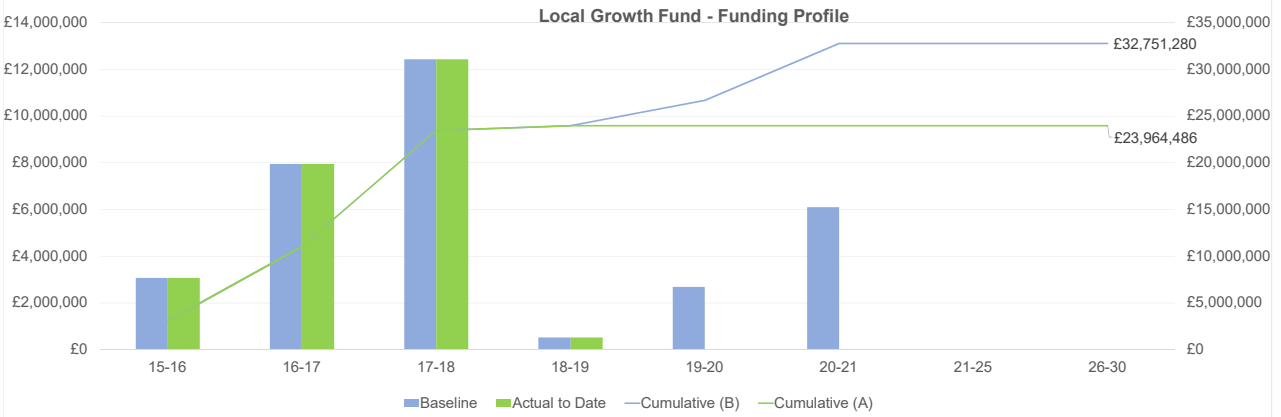
This Quarter: Q2 2019/20

Financial Progress

Indicative Local Growth Fund Allocation	In Contract	Pending Contract							
£72,912,280	£24,233,044	£0							

Local Growth Fund	This Quarter	Financial Year								Total
		15-16	16-17	17-18	18-19	19-20	20-21	21-25	26-30	
Baseline		£3,075,000	£7,934,114	£12,419,613	£535,760	£2,690,196	£6,096,598	£0	£0	£32,751,280
Actual to Date	£0	£3,075,000	£7,934,114	£12,419,613	£535,760	£0	£0	£0	£0	£23,964,486
Forecast		£0	£0	£0	£0	£2,605,378	£6,181,416	£0	£0	£8,786,794
Variance		£0	£0	£0	£0	£-84,818	£84,818	£0	£0	£0
% Progress		100%	100%	100%	100%	0%	0%	-	-	73%

**Financial Progress Comments:**  
The 'Indicative Local Growth Fund Allocation' includes £40.161m which is ringfenced for the retained majors scheme 'Waverley Link Road A630' and this has not been incorporated into the financial progress section. The remaining programme comprises of a further seven projects: 'Sustainable Transport Exemplar Programme (STEP) - SYPTE', 'Sustainable Transport Exemplar Programme (STEP) - SCC', 'Supertram Renewals', 'Market Harborough Line Speed Improvements', 'Strategic Testing Tools', 'Greasbrough Corridor Improvements', and 'A630 Westmoor Link'. The first four of these projects are now financially complete, with Strategic Testing Tools anticipating claiming its remaining funding by March 2021. Of the two pipeline projects, £210K has been reprofiled from this financial year into 2020/21 to reflect the anticipated submission of the full business case.



Outputs / Outcomes

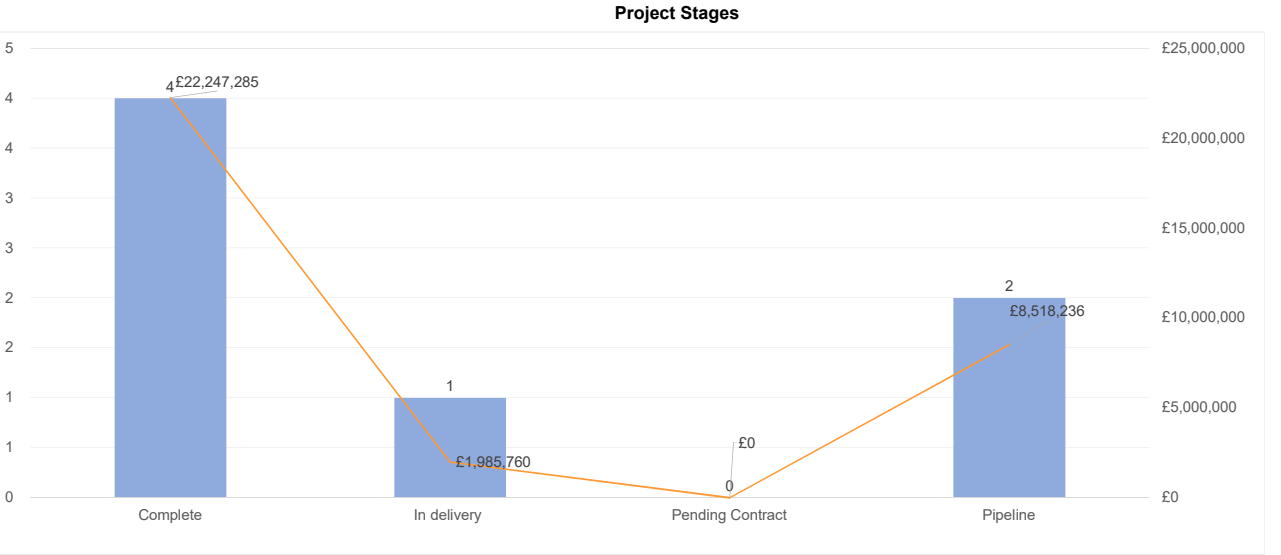
	This Quarter	Financial Year								Total
		15-16	16-17	17-18	18-19	19-20	20-21	21-25	26-30	
Length of Road Resurfaced (km)										
Baseline	-	0	0	0	0	0	0.34	2.00	0	2.34
Actual to Date	-	0	0	0	0	0	0	0	0	0
Forecast		0	0	0	0	0	0.34	2.00	0	2.34
Variance	-	0	0	0	0	0	0	0	0	0
% Progress	-	-	-	-	-	-	0%	0%	-	0%
New Cycle Ways (km)										
Baseline	-	0	13	31	0	0	0	0	0	44
Actual to Date	-	0	13	31	0	0	0	0	0	44
Forecast		0	0	0	0	0	0	0	0	0
Variance	-	0	0	0	0	0	0	0	0	0
% Progress	-	-	100%	100%	-	-	-	-	-	100%
Commercial floorspace created (sqm)										
Baseline	-	0	0	0	0	0	220,000	720,000	0	940,000
Actual to Date	-	0	0	0	0	0	0	0	0	0
Forecast		0	0	0	0	0	220,000	720,000	0	940,000
Variance	-	0	0	0	0	0	0	0	0	0
% Progress	-	-	-	-	-	-	0%	0%	-	0%

**Outputs / Outcomes Comments:**  
The outputs/outcomes captured above are the metric definitions for the Local Growth Fund. Additional outcomes include 3.3km of Supertram rails replaced, enhanced Midland Mainline and the creation of new land use and transport models.

Risk Log

Risk No.	Risk Event	Consequence	Mitigation	Likelihood (1-5)	Impact (1-5)	Score (1-25)
1	Funding unavailable for pipeline projects due to LGF programme being over-subscribed	Pipeline projects may not go ahead, or may require alternative funding	Programme and pipeline review currently ongoing	3	5	15
2	Funding requirement estimates for pipeline projects inaccurate	Additional funding to be sourced otherwise projects no longer viable	Project costs are robust and thoroughly checked, including estimates for inflation and contingency as appropriate	1	4	4
3	FBC submission not an acceptable standard	Full approval and delivery not achievable	Robust assurance framework and strong support from SCR Executive on project requirements	2	4	8

Risk Assessment	Risk Assessment Comments:
A	The risk assessment of amber is based on the majority of the projects being financially complete, however, the uncertainty regarding the pipeline projects are causing concerns.

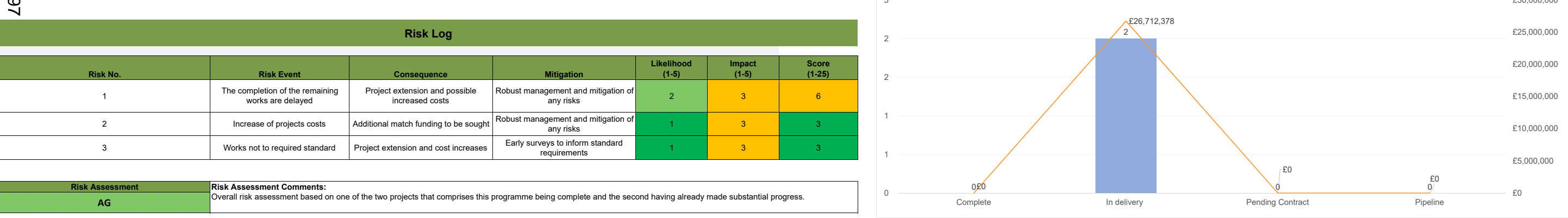
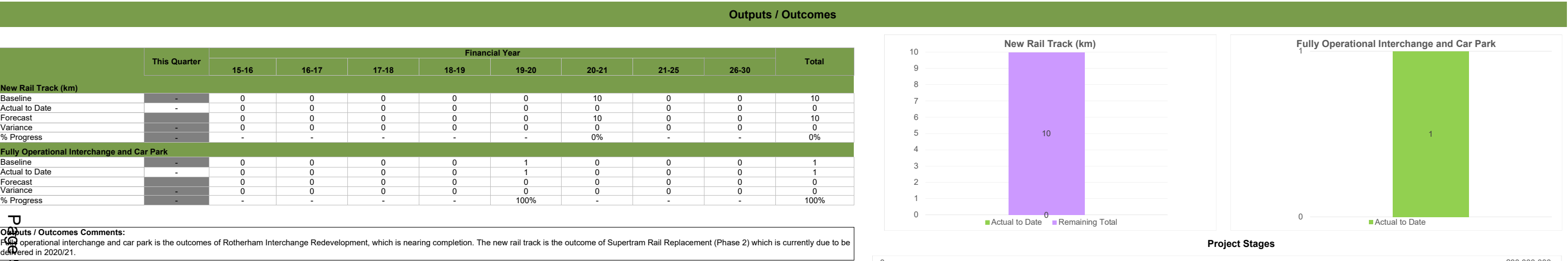
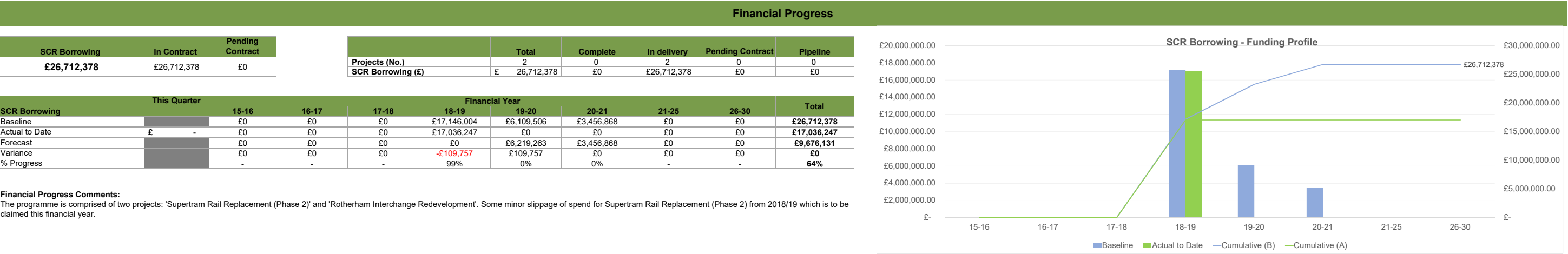


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<b>Scheme Name:</b>	<b>SCR Borrowing</b>			
<b>Funder:</b>	Borrowing			
<b>Programme value:</b>	£26,712,378			
<b>Deliverers and Contract Values:</b>	<b>Promoter</b>	<b>Projects</b>	<b>Funding</b>	<b>Status</b>
	South Yorkshire Passenger Transport Executive	Rotherham Interchange Redevelopment	£11,866,000	In Delivery
	South Yorkshire Passenger Transport Executive	Supertram Rail Replacement (Phase 2)	£14,846,378	In Delivery
<b>Timescale:</b>	2018 - 2021			
<b>Geography covered:</b>	South Yorkshire			
<b>Description:</b>	A series of transport interventions developed to provide the enabling infrastructure to support Sheffield City Region's growth ambitions and to enhance the quality of life for existing residents, employees and employers whilst also adding to the attraction for potential movement and investment into the area.			
<b>Target Beneficiaries:</b>	<ul style="list-style-type: none"> <li>• Public transport users</li> <li>• Highway users</li> <li>• Pedestrians</li> </ul>			
<b>Outcomes:</b>				
	<b>Project Outcomes</b>	<b>Baseline</b>	<b>% Progress</b>	
	Fully operational interchange and car park	1	100%	
	New rail track (km)	10	0%	

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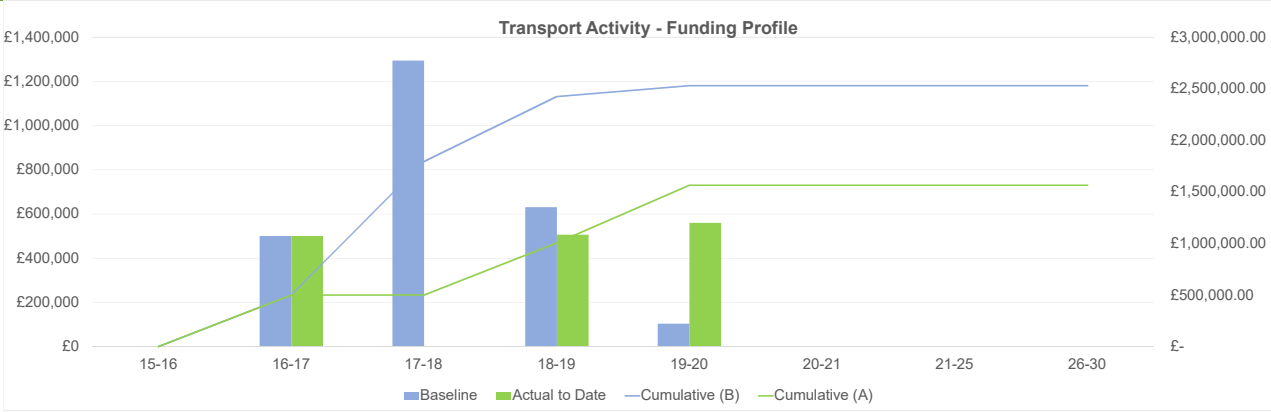
<b>Scheme Name:</b>	<b>Transport Activity</b>			
<b>Funder:</b>	Department for Transport			
<b>Programme value:</b>	£2,528,569			
<b>Deliverers and Contract Values:</b>	<b>Promoter</b>	<b>Projects</b>	<b>Funding</b>	<b>Status</b>
	South Yorkshire Passenger Transport Executive	Low Emission Bus Scheme	£1,293,638	In Delivery
	South Yorkshire Passenger Transport Executive	Mass Transit Outline Business Case	£534,931	In Delivery
	Sheffield City Region	Mass Transit Outline Business Case	£200,000	In Delivery
	South Yorkshire Passenger Transport Executive	Clean Buses Technology Fund	£500,000	Complete
<b>Timescale:</b>	2017-2021			
<b>Geography covered:</b>	South Yorkshire			
<b>Description:</b>	A series of revenue activity to facilitate enhanced transport interventions to support Sheffield City Region's growth ambitions and to enhance the quality of life for existing residents, employees and employers whilst also adding to the attraction for potential movement and investment into the area.			
<b>Target Beneficiaries:</b>	<ul style="list-style-type: none"> <li>• Public transport users</li> <li>• Highway users</li> <li>• Pedestrians</li> </ul>			
<b>Outcomes:</b>				
	<b>Project Outcomes</b>	<b>Baseline</b>	<b>% Progress</b>	
	Low emission buses purchased	69	62%	
	Production of outline business case	1	0%	

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Financial Progress									
Department for Transport (DfT) Funding	In Contract	Pending Contract							
£2,528,569	£2,528,569	£0	Projects (No.)	3	1	2	0		0
			DfT Funding (£)	£2,528,569	£500,000	£2,028,569	£0		£0

DfT Funding	This Quarter	Financial Year								Total
		15-16	16-17	17-18	18-19	19-20	20-21	21-25	26-30	
Baseline		£0	£500,000	£1,293,638	£830,331	£104,600	£0	£0	£0	£2,528,569
Actual to Date	£0	£0	£500,000	£0	£505,824	£559,651	£0	£0	£0	£1,565,475
Forecast		£0	£0	£0	£0	£963,094	£0	£0	£0	£963,094
Variance		£0	£0	£-1,293,638	£-124,507	£1,418,145	£0	£0	£0	£0
% Progress		-	100%	0%	80%	535%	-	-	-	62%

**Financial Progress Comments:**  
The programme is comprised of three projects: 'Sheffield City Region Mass Transit Outline Business Case ', 'Low Emission Bus Scheme', and 'Clean Bus Technology Fund'. The first two of these projects anticipate that previously delayed drawdown of funding will now be claimed during the current financial year. Clean Bus Technology Fund was completed in 2017.



### Outputs / Outcomes

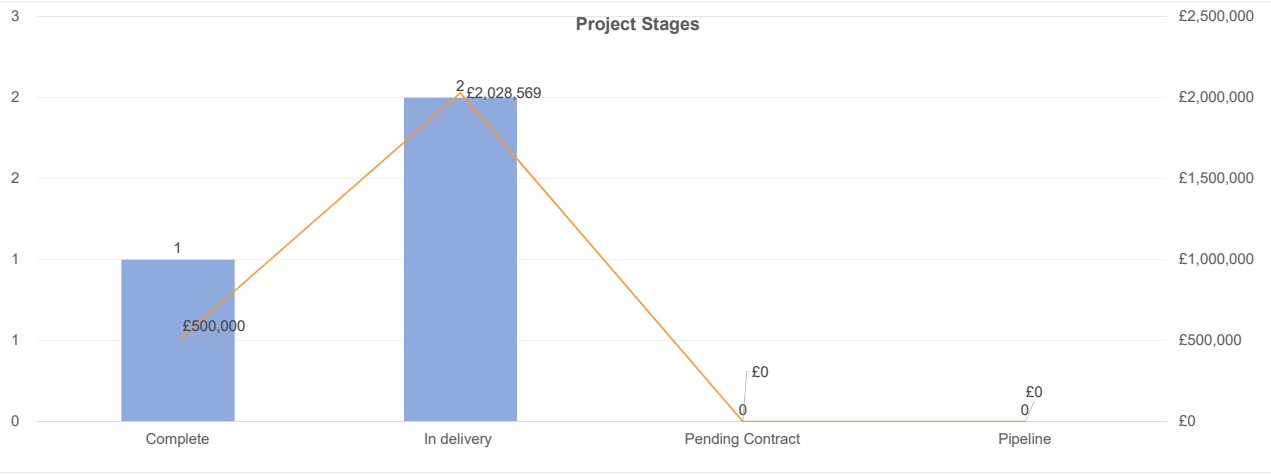
	This Quarter	Financial Year								Total
		15-16	16-17	17-18	18-19	19-20	20-21	21-25	26-30	
Production of Outline Business Case										
Baseline	-	0	0	0	1	0	0	0	0	1
Actual to Date	-	0	0	0	0	0	0	0	0	0
Forecast		0	0	0	0	1	0	0	0	1
Variance	-	0	0	0	-1	1	0	0	0	0
% Progress	-	-	-	-	0%	-	-	-	-	0%
Number of Low Emission Buses										
Baseline	-	0	25	0	44	0	0	0	0	69
Actual to Date	-	0	25	0	18	0	0	0	0	43
Forecast		0	0	0	0	26	0	0	0	26
Variance	-	0	0	0	-26	26	0	0	0	0
% Progress	-	-	100%	-	41%	-	-	-	-	62%

**Outputs / Outcomes Comments:**  
Both projects still in delivery anticipate completion of the delayed outputs/outcomes during the current financial year.

### Risk Log

Risk No.	Risk Event	Consequence	Mitigation	Likelihood (1-5)	Impact (1-5)	Score (1-25)
1	Poor quality OBC submission	No DfT funding	Robust management	1	5	5
2	Staff Changes	Delays in delivery of low emission bus project due to recruitment or handover requirements.	Succession plan in place.	1	3	3
3	Continuing underperformance causes time and delivery concerns	Grant may be lost, projects unable/do not deliver	Close monitoring and remedial actions in place to reduce risks	3	3	9

Risk Assessment	Risk Assessment Comments:
A	Risk assessment based on delays to delivery and spend for two of the three projects, despite scheme promoters anticipating that the under performance will be mitigated during the current financial year.



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