

# Public Document Pack

**Sheffield  
City Region**

COMBINED  
AUTHORITY

## TRANSPORT EXECUTIVE BOARD

**Date: Thursday 6 October 2016**

**Venue: Sheffield Town Hall, Pinstone Street, Sheffield**

**Time: 2.00 pm**

### AGENDA

Item	Subject	Method	Lead	Page
	<b><u>Introduction</u></b>			
1	Welcome and Apologies	Verbal	Chair	
2	Minutes and Actions of the Previous Meeting	Paper	Chair	1 - 8
3	Declarations of Interest	Verbal	All	
4	Urgent Items/Announcements	Verbal	All	
	<b><u>Business Items</u></b>			
	<b><i>Business Case Endorsement</i></b>			
5	Strategic Tools	Paper	J Hurley	9 - 18
	<b><u>Updates</u></b>			
6	Review of Progress Against Key Milestones in the Transport Executive Board Business Plan	Paper	J Hurley	19 - 26
7	2016/17 SY Centrally Managed Transport Programmes - Quarter 1 Delivery	Paper	T Finnegan-Smith, A Linton	27 - 36
	<b><u>Actions &amp; Forward Planning</u></b>			
8	Agree Actions & Summary for Resolution Log	Verbal	Chair	
9	Any Other Business	Verbal	All	

**DATE OF NEXT MEETING - 17 November 2016**

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## SCR TRANSPORT EXECUTIVE BOARD

14<sup>th</sup> JULY 2016

BROAD STREET WEST, SHEFFIELD

No.	Item	Action
1	<p><b><u>Welcome and Apologies</u></b></p> <p>Present:</p> <p><u>Board Members</u>            Cllr John Burrows, CBC - Chair            Martin McKervey, Nabarro / LEP            Simon Carr, Henry Boot, LEP</p> <p>Apologies were received from Board Members: Cllr Julie Dore, SCC,            Diana Terris, BMBC and Neil Taylor, BaDC</p> <p><u>In Attendance / Advisory Members</u>            Cllr George Lindars-Hammond, SCC            Simon Green, SCC            Peter Dale, DMBC            Paul Woodcock, RMBC            Matt Gladstone, BMBC            Julie Hurley, SCR Executive Team            David Allatt, SCR Executive Team            Katie Jackson, SCC / SCR Executive Team            Jim Seymour, DCC            Craig Tyler, Joint Authorities Governance Unit</p>	
2	<p><b><u>Minutes of the Previous Meeting</u></b></p> <p>The minutes of the previous meeting held on 2<sup>nd</sup> June were agreed to be an accurate record.</p>	
3	<p><b><u>Declarations of Interest</u></b></p> <p>No declarations noted.</p>	
4	<p><b><u>Urgent Items / Announcements</u></b></p> <p>i. <u>Access Fund</u>            It was noted DfT have released further guidance regarding the fund, for which the SCR (for SY) will bid for the maximum allocation of £7.5m over 3 years.</p>	

	<p>It was noted that the timescales to complete and submit bids are challenging (6 weeks) and consultancy support will be brought in to assist.</p> <p>It was noted the Chair will be asked to sign off the bid outside normal meeting cycles.</p> <p>It was confirmed the bid will be developed in partnership with the LTP Strategic Transport Group and the Cycling and Active Travel Project Group.</p>	
5	<p><b><u>Transport Strategy Refresh</u></b></p> <p>The Board was reminded that in June; the TEB approved the proposed scope and timescales of a 'light touch' refresh of the SCR Transport Strategy, originally published in 2011.</p> <p>Members were presented with the 1<sup>st</sup> draft of the refresh and informed this work is being undertaken in partnership with the LTP Strategic Transport Group to ensure and facilitate the capture of district thoughts on what form the refresh should take.</p> <p>Commenting on the draft, members suggested the strategy:</p> <ul style="list-style-type: none"> <li>• Would benefit from some 'TfN-style' conditional, aspirational (mode agnostic) outputs.</li> <li>• Needs to demonstrate how it aligns with the districts' own transport plans.</li> <li>• Needs to entwine with and be supportive of the SCR IIP</li> <li>• Should be split into short, medium and longer term objectives which in respect of the longer term, should extend beyond the current 2026 timeframe and perhaps align with the implementation schedule of HS2.</li> <li>• Would benefit from an enhanced section on connectivity</li> <li>• Needs to explain and explicitly allay any concerns regarding the governance overlap with Derbys and Notts CCs.</li> <li>• Could be more aspirational in some areas, perhaps elevating some of the 20 policy areas to a higher level of importance.</li> <li>• Should be presented in a manner which meets all parties' expectations.</li> <li>• Needs to comment on the potential impact of achieving the policies.</li> </ul> <p>Members were asked to remember this is essentially a refresh rather than a rewrite and this may limit the scope for substantially changing the underlying strategy.</p> <p><b>Action: ALL to submit any more comment to Dave</b></p>	

		<b>ALL</b>
<b>6</b>	<p><b><u>Transport for the North</u></b></p> <p>A report was presented to provide an update on Transport for the North (TfN) matters.</p> <p>It was noted TfN is seeking to establish itself as a Statutory Body by April 2017. An outline of the high level proposal of TfN was provided at Appendix A to the report.</p> <p>It was noted TfN is in the process of developing an Integrated Northern Transport Strategy and Investment Plan by spring 2018. The strategy will be more in-depth than previous versions, using the conclusions from the Northern Powerhouse Independent Economic Review as the evidence base.</p> <p>It was noted the Northern Powerhouse Independent Economic Review was launched on 30 June and provides a new insight into the economy of the North and its future sectors for growth. The Northern Powerhouse Rail programme has recognised that there will be significant impacts on Sheffield Midland Station and a working group has been set up to determine the future capacity and capability needed to accommodate Northern Powerhouse Rail and other future rail services.</p> <p>It was noted the next Trans-Pennine Tunnel Interim Report is due to be released in mid-July. The release of the Interim Report will outline a number of routes for further detailed investigation and will be coupled with a Stakeholder Reference Group to allow discussion and feedback to be captured. It was noted there is an overlap with the SCR Large Majors bid and confirmed the 2 initiatives will be 'twin tracked' pending any announcement.</p> <p><b>Action: Julie to circulate the report on publication</b></p> <p>Members were advised that the outline business case for the development the SmartNorth ticketing scheme is currently awaiting ministerial approval but no timeframe has been set out for a decision to be made.</p> <p>It was agreed that DCC and NCC officers should be kept attuned with SmartNorth ticketing developments.</p> <p><b>Action: Julie to make arrangements for sharing information</b></p> <p><b>RESOLVED, that the contents of the report be noted.</b></p>	<p><b>JH</b></p> <p><b>JH</b></p>
<b>7</b>	<p><b><u>HS2</u></b></p> <p>The Board appraised recent comments made by Sir David Higgins regarding revised plans to extend the HS2 Sheffield spur north of Sheffield (to create a loop), noting that HMT have apparently confirmed funding has been earmarked for this extension and would</p>	

	<p>be administered via TfN.</p> <p>Members noted impending ministerial appointments and also potential revisions to government departments and considered the effects that these changes might have on government policy. To help address any potential uncertainty agreed that a letter should be sent to the new Minister as soon as he/she is in post. It was agreed the letter should:</p> <ul style="list-style-type: none"> <li>• Be drafted in readiness to be sent as soon as possible once an appointment is made</li> <li>• Note the importance of HS2 and other inter and intra rail connectivity to the SCR</li> <li>• Request an early meeting with the Minister to present matters in more detail.</li> <li>• Be signed by the Chairs of the CA and LEP.</li> <li>• Be endorsed by the wider CA and LEP membership prior to submission.</li> </ul> <p><b>Action: Julie to draft and circulate to TEB for comment</b></p> <p>Members noted the need to address whether HS2's European Investment Bank funding status will be affected by brexit.</p> <p>It was suggested this matter presents a good example of where the SCR CA / LEP need to be more attuned to TfN activity. Members were informed the next TfN Partnership Board will meet in Sheffield on 20<sup>th</sup> September (at Nabarro's offices) and it was agreed the opportunity for SCR's leaders to meet with John Cridland and David Brown and talk HS2 should be exploited.</p> <p><b>Action: Julie / Craig to arrange a meeting for TfN reps and ideally, Sir Steve Houghton, Mayor Ros Jones, Cllr Julie Dore and LEP representatives either before or after the TfN Board meeting</b></p> <p>Members discussed what would be the best way to share briefings and key information to avoid creating any mixed messages on HS2 or misinformation. It was noted an email was circulated recently by Andy Gates which summarised the current status of HS2 plans. It was also noted there is a significant amount of information and maps available on-line.</p> <p><b>Action: Julie to share the email with TEB members</b></p> <p><b>RESOLVED, that the Board:</b></p> <ol style="list-style-type: none"> <li>1. Notes its support for the progression of the loop concept</li> <li>2. Requests assurance be sought from government regarding the continuation of HS2 plans.</li> </ol>	<p>JH</p> <p>JH / CT</p> <p>JH</p>
8	<u>LEP Visioning Workshop</u>	

	<p>A paper was presented to provide an update on the early outcome of the LEP visioning workshop. It was noted the purpose of the workshop was to scope out and set a framework within which to take forward the SEP refresh and the LEP identified infrastructure as a key strategic theme alongside transport, housing, business growth, skills, rural and city/town centres.</p> <p>It was noted the LEP also identified Doncaster Sheffield Airport and the Advanced Manufacturing Innovation District (AMID) as important strategic projects</p> <p>It was suggested the LEP conclusions were generally in-keeping with the content of the SCR Infrastructure Executive Board-approved SCR IIP, which will provide a future mechanism to progress major transport schemes. It was also suggested the SCR IIP will require minor amends to ensure that the key strategic value of the AMID and airport is appropriately reflected as well as to emphasise the need for internal and external connectivity.</p>	
9	<p><b><u>Key Thematic Links – Infrastructure, Transport and Housing</u></b></p> <p>A paper was presented providing a first draft of a high level account of the key thematic links across all of SCR's Executive Boards.</p> <p>It was suggested the workstreams of the SCR Executive Boards are inextricably linked, with a number of work streams of key importance to multiple Boards and to clarify lead responsibilities, the SCR has assigned a 'Lead Board' for each thematic area, with the 'Lead Board' responsible for strategic direction and the oversight/ sign off of a range of project based activity.</p> <p>Members were also asked to note it has been recognised as essential that other Boards are involved and sighted on some activities of mutual interest.</p> <p>Members welcomed the suggestion that the Boards cannot work in isolation and the opportunity to look at a wider range of transport-related matters and schemes, but from a more partisan transport perspective.</p> <p>Members considered whether there would be any merit in combining the 3 SCR IIP Boards but recognised any such move would need to avoid the likelihood of unwieldy agendas.</p> <p>It was also suggested it would be timely to consider whether 'we' have the right skill sets to realise our ambitions. It was noted such questions will be considered by way of the review of the SCR Executive Team.</p> <p>Regarding the matrix of key themes, it was suggested that a lines needs adding in respect of buses</p>	

	<p>Members noted the current propensity for some types of SCRIF schemes to not score highly due to potential deficiencies in the FLUTE scoring methodology.</p> <p>It was suggested it would be beneficial to send a letter from 'TEB' to the wider CA / LEP Leaders to reiterate the importance of transport underpinning the SCR's regeneration aspirations.</p> <p><b>Action: Julie to draft for comment</b></p>	JH
10	<p><b><u>York Aviation</u></b></p> <p>Members were reminded of the intention to invite York Aviation to the meeting. York Aviation has been engaged by TfN to undertake aviation related research.</p> <p>However, members were informed York Aviation's reps were unavailable for today's meeting but would be invited to attend a future meeting. It was agreed it would be appropriate to ensure all TEB members are present before finalising arrangements with York Aviation.</p> <p>It was also noted that Peel Holdings (the owners of RHADS and other airports) are attending the LEP meeting on 1<sup>st</sup> August to provide members with more information regarding the plans for the airport.</p> <p>Members considered whether these 2 means of engagement might be accorded in some respect, such as Peel and York Aviation reps attending a future TEB meeting to discuss matters of mutual interest in respect of RHADS.</p>	
11	<p><b><u>Strategic Update</u></b></p> <p>Members were presented with the Strategic Transport Update Paper and reminded the tabular format report has been developed to report key transport issues to the TEB efficiently and effectively.</p> <p>Members requested more information on the DfT large majors bids.</p> <p><b>Action: Dave to circulate</b></p> <p>It was noted the bids will be signed off by the CA / LEP Chairs under delegated authority.</p> <p>It was noted the ask of DfT is for funding to develop full business cases, however, there will also be a local contribution requirement of c.£1m to cover the cost of development appropriate appraisal tools e.g. WebTag component models.</p>	DA



<b>12.1</b>	<b><u>Rail North Update</u></b>  Members were informed Chris Grayling has just been made Secretary of State for Transport.  It was noted that this announcement, and other current matters, will continue to shape the Rail North initiative and its incorporation into TfN.	
<b>12.2</b>	<b><u>Devolution Update</u></b>  It was noted work continues to shape up the transport related aspects of the Devolution Deal (bus franchising and revisions to highways governance models) that would fall under the auspices of the mayor.	
<b>13.1</b>	<b><u>Infrastructure Executive Board</u></b>  The minutes of the meeting held on 3 <sup>rd</sup> June were presented for information.	
<b>13.2</b>	<b><u>Transport Committee</u></b>  The minutes of the meeting held on 4 <sup>th</sup> July were presented for information.	
<b>13.3</b>	<b><u>HS2 Programme Board</u></b>  Members were advised the Board continues to address matters related to the evolving nature of the initiative.	
<b>14</b>	<b><u>Items for the Combined Authority – 1<sup>st</sup> August</u></b>  Cllr Burrows noted he would be advising Members with details of the debate around the importance of avoiding silo working if we are to meet the objectives and aspirations of the SCRIP.	
<b>15</b>	<b><u>Date of Next Meeting</u></b>  25 <sup>th</sup> August, 2.00pm at Sheffield Town Hall	

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## SCR COMBINED AUTHORITY TRANSPORT EXECUTIVE BOARD

5<sup>th</sup> October 2016

### APPRAISAL PANEL BUSINESS CASE RECOMMENDATION

#### **Purpose of Report**

In line with the Sheffield City Region Single Assurance Framework, projects seeking CA funding have been considered and recommended for Executive Board endorsement, prior to presentation to the CA.

This cycle the Full Business Case (FBC) for four projects seeking Full Approval and Award of Contract has been reviewed by the SCR Appraisal Panel.

The technical recommendation for the Strategic Testing Tools is now presented for consideration.

#### **Thematic Priority**

The Business case for Strategic Testing Tools is a cross cutting thematic priority which will be used to underpin the prioritisation and business case assessment required to meet the needs of the Strategic Economic Plan. When delivered the testing tools will be used to ensure projects seeking investment have a robust business case which as met appropriate levels of scrutiny.

#### **Freedom of Information**

This paper is not exempt under the Freedom of Information act 2000

[Part II of the Freedom of Information Act 2000](#)

#### **Recommendations**

Consider and endorse progression of SCR Strategic Testing Tools to Full Approval and Award of Contract at a cost of up to £3m, subject to the conditions set out in the Project Approval Summary Table attached at Appendix 1. Noting that endorsement of this recommendation is subject to consideration and approval by the SCR CA.

## **1. Introduction**

### Assurance Framework

#### **1.1**

The SCR Assurance Framework requires that all schemes seeking investment undergo a thorough and proportionate scheme appraisal following the Treasury Green Book approach.

- 1.2 Before papers are submitted to Executive Boards an independent technical appraisal has been undertaken and reviewed by a panel of Officers representing the Statutory Officers of the SCR Executive. Where appropriate, due to the scale / risk and complexity of the project, this is supplemented by external appraisal from a panel of Consultants referred to as Central Independent Appraisal Team (CIAT).
- 1.3 The technical appraisal will scrutinise the business case documents submitted by scheme promoters to ensure completeness and test the responses to each of the 5 cases (Strategic, Economic, Financial, Management and Commercial) and will present their findings for each case and the project overall.
- 1.4 These findings will inform the s151 Officers view regarding the Value for money Statement and the Monitoring Officers view regarding the relative risks of the scheme presented.
- 1.5 This cycle the Full Business Case (FBC) for four projects seeking Full Approval and Award of Contract has been reviewed by the SCR Appraisal Panel;
  - SCR Growth Hub (BGEB)
  - SCR Strategic Testing Tools (HEB / TEB / IEB)
  - Enterprise Zone (EZ) Accelerator Fund (IEB)
  - SCRIF – Chesterfield Northern Gateway (IEB)
- 1.6 The technical recommendation for the Strategic Testing Tools is now presented for consideration at cost of £3m to the SCRCA

## **2. Proposal and justification**

- 2.1 The Transport Executive Board (HEB) are asked to consider the recommendation to progress the scheme business cases to Full Approval and endorse the entering into Contracts for Strategic Testing Tools at a cost of up to £3,000,000.

This paper will also be presented to the TEB and IEB for consideration
- 2.2 The Expression of Interest (EOI) for this project was approved by the Combined Authority at the meeting held 12<sup>th</sup> September 2016 along with approval for the project to progress directly to Full Business Case.
- 2.3 Testing tools are a fundamental part of the assurance process which are required to test projects as part of Devolution.
- 2.4 SCR have a good track record in this regard and our rigour has secured us £350m via Growth Deals and the Gainshare funding equating to £484m to 2021.
- 2.5 Value for Money is nationally under increasing scrutiny and our testing tools (FLUTE and Transport models) have ensured we have been able to thoroughly test the value of projects seeking funding contributions from SCR.
- 2.6 The data supporting these tools is now outside the required age range and needs a major refresh.
- 2.7 The methods of securing data for the tools have also progressed and this presents SCR an opportunity to improve the data collection and ensure we can continue to maintain data required to support the testing tools.

**2.8** There are a number of pressing needs for use of the SCR testing tools, notably the early commissioning call (which includes housing schemes), the large major transport schemes and soon to be projects commissioned via the SCR Integrated Infrastructure Plan (IIP).

**2.9** The opportunity costs of not progressing with these updates are far reaching as it will not be possible to continue to access capital funds, either through the Growth Deals or significant parts of the Gainshare. This is a cost of doing business for SCR for large capital projects and is therefore the closest project to a mandatory requirement the Appraisal Panel are being asked to consider.

The procurement of the works is being undertaken in two parts:

- 2.10**
- AECOM are to be procured to update the strategic transport model following a competitive tender process under the SCR Transport Modelling framework.
  - The continued operation and update of the land-use model FLUTE by David Simmonds Consultancy is being progressed by waiver to Contract Standing Orders as sole supplier of this model.

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

**3.1** Alternative approaches including do nothing, do less and do more were considered as part of the options appraisal in the Economic Case of the FBC, all of which were not viable alternatives or would significantly impact the value for money of the project.

### **4. Implications**

#### **Financial**

**4.1** Financial implications have been fully considered by a representative of the S151 officer and included in the recommendations agreed by the Appraisal Panel as presented in this report.

Endorsement is sought to progress the scheme business cases to Full Approval and endorse the entering into Contracts for Strategic Testing Tools at a cost of up to £3,000,000.

#### **4.2 Legal**

Legal implications have been fully considered by a representative of the Monitoring officer and included in the recommendations agreed by the Appraisal Panel as presented in this report.

#### **4.3 Risk Management**

The Appraisal Panel have requested that a full risk register be prepared with clear risk owners.

The contractual arrangements to ensure that the scheme can be appropriately resourced.

The risk allowance for the elements of work which would not be needed should the model validate quickly should be assigned to specific activities such that it can be released from the programme if the risk is not realised using the change control process.

Appraisal Panel to have oversight of the projects Progress as this underpins the tools used by this panel.

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

None as a result of this paper.

## 5. Communications

5.1 None as a result of this paper.

## 6. Appendices/Annexes

6.1 Appraisal Panel Comments / Record of Approval – Appendix 1  
Assessment Summary – Appendix 2

<b>REPORT AUTHOR</b>	<b>Melanie Dei Rossi</b>
<b>POST</b>	<b>Head of Performance</b>
Officer responsible	<b>Ruth Adams, Interim Deputy Executive / Director of Skills &amp; Performance</b>
Organisation	<b>Sheffield City Region Combined Authority</b>
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Telephone	<b>0114 2203441</b>

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

Other sources and references:

### \*Thematic Priorities

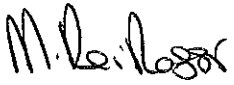

1. Ensure new businesses receive the support they need to flourish.
2. Facilitate and proactively support growth amongst existing firms.
3. Attract investment from other parts of the UK and overseas, and improve our brand.
4. Increase sales of SCR's goods and services to other parts of the UK and abroad.
5. Develop the SCR skills base, labour mobility and education performance.
6. Secure investment in infrastructure where it will do most to support growth.

Scheme Details		Appraisal Panel Comments		Recommendations / Conditions	
<b>SCR Executive Board</b>	Infrastructure – (Transport and Housing)	<b>Strategic Case</b>	<p>The strategic rationale for this investment is well made as a requirement to deliver the economic infrastructure that is required to support economic growth. The overall investment is directly linked to the Large Local Major Schemes call from DfT, and wider opportunities through SCRIP and the future prioritisation of investment.</p> <p>The scheme cuts across all infrastructure investment, therefore is of interest to the Transport, Infrastructure and Housing Boards. It is clear that without this investment the ability of transformation investment to be developed and delivered through the Assurance and Accountability Framework will be compromised. This with then impact on the achievement of local and national policy.</p>	<b>Funding</b>	LGF
<b>Project Name</b>	Strategic Technical Tools	<b>Value for Money</b>	It is clear that the investment in the model itself will not bring about economic growth, but is on the critical path of scheme development which is required to enable the SCRCA to understand the opportunities and risks associated with transport and wider investment. Value for Money will be measured on the basis of future funding secured to deliver infrastructure.	<b>Approval Requested</b>	Progression to Full Business Case
<b>Scheme Promoter</b>	SCRCA	<b>Risk</b>	The level of risk is high and described as typical for this type of project. While the level is acceptable, the management of the plan needs to be explicit on how the risks will be reviewed and managed. It is suggested that the SCR performance team agree specific requirements with the scheme promoter to better manage this risk.	<b>Grant Award</b>	£3M – LGF Capital
<b>SCR Funding</b>	£3,000,000			<b>Grant Recipient</b>	SCRCA
<b>Total Scheme Cost</b>	£3,000,000	<b>State Aid</b>	The investment is State Aid Compliant – the procurement has complied with EU guidelines and the approach includes on-going engagement with the market.	<b>Payment Basis</b>	In arrears at proof of defrayal

<b>% SCR allocation</b>	100%	<b>Delivery</b>	<p>The scheme is ready to be delivered and the promoter can engage with the market once funding is available.</p> <p>It should be noted that the business case highlights the inherent high level of risk that is typically experienced within the development of modelling tools. It is therefore suggested that the SCR performance team agree specific requirements with the scheme promoter to reduce and manage this risk.</p>	<b>Claw Back Clauses</b>	None
<b>Description</b>			<b>Conditions of Award</b>		
<p>SCR is seeking investment in the on-going development of the strategic technical tools that are required by Government and reinforced in the SCR Assurance and Accountability Framework. The investment is identified to underpin the development of business case to support significant transport interventions that the SCR has agreed as part of the call from Government for Large Local Major Schemes. This includes investment in the Land-use and economics model FLUTE and a Strategic Transport model.</p>			<ol style="list-style-type: none"> <li>1. A full risk register is prepared with clear risk owners</li> <li>2. The Management Case is updated to define the Project Management structure outside of scheme specific project boards. Appraisal Panel to have oversight of the projects Progress as this underpins the tools used by this panel.</li> <li>3. Further analysis of the provider's capacity and capability should be undertaken to confirm that delivery can commence immediately and contractual arrangements to ensure the scheme is appropriately resourced.</li> <li>4. The risk allowance should be assigned to specific activities so that it can be released from the programme if the risk is not realised. This will support SCR programme management activities.</li> </ol>		



Appendix 1

Record of Approvals					
Strategic Testing Tools					
Appraisal Panel		Executive Board		CA	
Date of Meeting	20-09-2016	Date of Meeting		Date of Meeting	
SCR Officer Presenting Paper	Melanie Dei Rossi	SCR Officer Presenting Paper		SCR Officer Presenting Paper	
Signature		Signature		Signature	
Approving Officer	Gareth Sutton	Approving Officer		Approving Officer	
Signature		Signature		Signature	
Date	20/09/16	Date		Date	

## ANNEX A - ASSESSMENT SUMMARY (TO BE COMPLETED BY THE ASSESSOR)

**Please summarise your assessment of the scheme's Strategic Case and set out any recommendations.**

SCR is seeking to invest £3,000,000 in the on-going development of the technical tools that are required by Government and reinforced in the SCR Assurance and Accountability Framework. The investment is identified to underpin the development of business case to support significant transport interventions that the SCR has agreed as part of the call from Government for Large Local Major Schemes.

SCR has defined three emerging priorities for transport investment that will required the development of a robust and accepted transport model. The business case identifies that without this initial investment by SCR critical infrastructure that are required to unlock economic growth and improve productivity cannot be delivered.

It is clear that the investment in the model itself will not bring about economic growth, but is on the critical path of scheme development which is required to enable the SCRCA to understand the opportunities and risks associated with transport and wider investment.

The strategic rationale for this investment is well made as a requirement to deliver the economic infrastructure that is required to support economic growth. The overall investment is directly linked to the Large Local Major Schemes call from DfT, and wider opportunities through SCRIP and the future prioritisation of investment.

The scheme cuts across all infrastructure investment, therefore is of interest to the Transport, Infrastructure and Housing Boards. It is clear that without this investment the ability of transformation investment to be developed and delivered through the Assurance and Accountability Framework will be compromised. This with then impact on the achievement of local and national policy.

Overall the objectives have been sufficiently defined in the strategic case, though there is a lack of detail provided. This is rectified in the following sections of the business case, particularly in relation to timescales and risks.

The strategic case does not fully recognise the alternative options for developing the tools for scheme appraisal. While this does not undermine the case, it could be better made if recognition that individual tools can be developed for specific schemes. The business case could explore further the negative cost and time implications of separate model development and investment is a less coordinated manner.

**Please summarise your assessment of the scheme's Commercial Case and set out any recommendations.**

The commercial case sets out the need for this investment at a high level. The information provided is acceptable, but more could have been done to demonstrate the expected pipeline of investment that the SCR is expecting to make that requires this tool. For example, support further development of HS2, SCRIP and local partner's investment opportunities. This should be undertaken as an early task to help manage the programme and use of the technical tools.

A thorough procurement framework is in place that can enable the delivery of the investment. Further market testing should be undertaken as a priority to understand capacity and capability requirements and to refine the programme to reduce risks.

**Please summarise your assessment of the scheme's Economic Case and set out any recommendations.**

*The business case for investment in this intervention is not directly related to the economic impacts of schemes. The scheme offers the opportunity to ensure reasonable value for money and will enhance the value for money case from future infrastructure investment. The business case could say more about the incremental cost of the investment if not delivered as described in the business case document presented.*

*The key risk is the availability of further investment to make full use of investment in the tools. Linked to this is the on-going cost and maintenance of the tools and how this relates to the timing of business case development. This is dealt with in more detail in the Management and Financial Cases.*

*There is a limited assessment of the economic impact of the investment as it is reliant on investment beyond the tools. An initial attempt has been made to quantify the benefits of some of the schemes that are known, but as the investment in this scheme is required to further inform the development of the future schemes it is recognised that there is a limit on the level of information that can be provided at this stage.*

**Please summarise your assessment of the scheme's Financial Case and set out any recommendations.**

*The scheme includes a 60% degree of certainty for the initial cost estimated based on specific requirements of this project. The business case highlights the high likelihood of cost changes and therefore can built this into the overall costing with an allocation for Risk.*

*The level of risk and uncertainty in developing the models is clearly highlighted. There is some concern about the limited attention given to programme and risk management that will need to be in place to deliver the scheme. This links through to the Management Case, where it is not clear specifically who is responsible for managing risk.*

*As part of any approval the scheme promoter should provide a more comprehensive description of the project management structure and procedures to manage this inherently risky project.*

**Please summarise your assessment of the scheme's Management Case and set out any recommendations.**

*The Management of the project is indicated to be part of business cases that are developed in line with requirements of respective Project Boards for schemes. The business case needs to provide a clearer description of the management of this specific programme of activity.*

*The business case highlights the inherent high level of risk that is typically experienced within the development of modelling tools. The level of risk is high and described as typical for this type of project. While the level is acceptable the management of the plan needs to be explicit on how the risks will be reviewed and managed.*

*Monitoring and evaluation of the outputs is summarised in the business case. This could be further strengthened with a summary of how the outcomes might be understood, assessed and evaluated. For example if additional cost is incurred when refining the model for specific schemes or policy tests.*

**Summarise your overall assessment of the scheme and recommendations for SCR.**

SCR is seeking to invest £3,000,000 in the on-going development of the technical tools that are required by Government and reinforced in the SCR Assurance and Accountability Framework. The investment is identified to underpin the development of business case to support significant transport interventions that the SCR has agreed as part of the call from Government for Large Local Major Schemes. The project is also critical to the delivery of a wide range of infrastructure schemes across SCR.

The recommendation is for the investment of £3.m in Strategic Testing Tool should be made with the following conditions:

1. A full risk register is prepared with clear risk owners
2. The Management Case is updated to define the Project Management structure outside of scheme specific project boards
3. Further analysis of the providers capacity and capability should be undertaken to confirm that delivery can commence immediately
4. The risk allowance should be assigned to specific activities so that it can be released from the programme if the risk is not realised. This will support SCR programme management activities.

## TRANSPORT EXECUTIVE BOARD

6 OCTOBER 2016

### REVIEW OF PROGRESS AGAINST KEY MILESTONES IN THE TRANSPORT EXECUTIVE BOARD BUSINESS PLAN

#### Summary

In 2016 the Sheffield City Region (SCR) Transport Executive Board (TEB) agreed a comprehensive and ambitious Business Plan.

This report provides a summary of progress against the key milestones for each of the projects/ schemes detailed in the Business Plan.

#### 1. Issue

- 1.1. Within the context of the economic growth ambitions of the SCR, the TEB Business Plan sets out a number of priorities and supporting areas of activity; in terms of Delivery and Strategy and Policy themes.
- 1.2. Six months into the financial year the TEB are asked to review progress made against the plan and discuss future priority areas.
- 1.3. The TEB is aware that resources within the SCR Executive team have reduced significantly since the plan was agreed.
- 1.4. The TEB business plan was put together with an underlying assumption that both staffing numbers and a supporting consultancy budget would be available to progress the plan.
- 1.5. At the start of the financial year the TEB acknowledged that activity that relied upon timescales dictated by external partners may be difficult to anticipate and that new work particularly in the form of funding bids may have to be prioritised over other work.

#### 2. Recommendations

It is recommended that the Sheffield City Region TEB:

- i) Note the progress made against the key milestones identified in the TEB Business Plan for 2016/17
- ii) Discuss priorities for the remainder of the financial year

- iii) Approve the proposed arrangements for future Business Plan progress reports to the TEB

### 3. Background

- 3.1. Earlier in 2016, the SCR TEB agreed a comprehensive and ambitious Business Plan.
- 3.2 This report provides a summary of progress against the key milestones for each of the projects/ schemes detailed in the Business Plan noting not all of the actions are carried out by the SCR Exec Team. A summary box is outlined in section 4 of this report with a more substantive narrative included in Appendix A.
- 3.3 For the purpose of this report a review of ‘where we should be now’ has been carried out, with each project/ scheme assigned a ‘traffic light rating’ in line with the following criteria:

**Green:** Activity on track in line with the key milestones set out in the Business Plan

**Amber:** Activity underway but not in line with key milestones set out in the Business Plan

**Red:** Activity not progressing at this time

### 4. Summary of Progress

The following table summarises the key achievements against the original plan (**Green**)

Project/ Scheme	Summary of Latest Position	Mitigating Actions/ Priority & Sequencing
<b>Transport for the North</b>	<ul style="list-style-type: none"> <li>Input into TfN Northern Transport Strategy was published in Spring 2016</li> <li>SCR has established its top 3 priorities for TfN:</li> <li>SCR has supported individual work streams, providing SCR requirements as appropriate</li> <li>No progress on evidence base to supporting /Influencing Programme and Strategic Assessment Framework development due to lack of consultancy budget</li> <li>Sheffield Station masterplan work ongoing.</li> </ul>	<ul style="list-style-type: none"> <li>TfN is commissioning key strategic work:               <ul style="list-style-type: none"> <li>Three Strategic Road reports including the Trans Pennine Tunnel Report</li> <li>Strategic Transport Plan</li> <li>Economic Growth and Transport Demand</li> <li>Integrated Rail Report</li> <li>Prioritisation criteria</li> </ul> </li> <li>TfN to become statutory body in April 2017</li> </ul>
<b>Trans Pennine Connectivity</b>	<ul style="list-style-type: none"> <li>Trans Pennine strategic study stage 1 report published March 2016.</li> <li>Interim report published in August 2017</li> <li>Funding secured from TfN to undertake a study into the traffic movements into and out of a tunnel and to investigate any new links that would benefit East West connectivity.</li> </ul>	SCR on Trans Pennine Tunnel Project Board
<b>Strategic Rail</b>	<ul style="list-style-type: none"> <li>New Northern and Trans Pennine franchises launched in April 2016 (with SCR/Rail North input)</li> <li>SCR is feeding in, through Rail North/TfN initial industry advice to set out requirements</li> <li>East Midlands franchise – new operator procurement underway. SCR sent requirements to DfT and will respond to consultation later this year</li> </ul>	<ul style="list-style-type: none"> <li>Govt. High Level Output Specification will be published in 2017, informed by industry advice and also the Office of Road and Rail Periodic Review</li> </ul>
<b>Strategic Highways</b>	<ul style="list-style-type: none"> <li>Highways England Strategic studies reports will be completed at the end of 2016 and will inform the development of the RIS 2.</li> </ul>	

	<ul style="list-style-type: none"> <li>Ongoing liaison between SCR partners to develop key road network, coordinated with neighbouring regions.</li> </ul>	
<b>New Government Transport Funding</b>	<ul style="list-style-type: none"> <li>Three bids to fund Outline Business Case development for major (+75m) schemes submitted in July 2016</li> </ul>	<ul style="list-style-type: none"> <li>DfT decision expected November 2016</li> <li>SCR and partners to develop Outline Business Cases as required with a view to bidding for capital funding where appropriate</li> </ul>
<b>SCR Integrated Infrastructure Plan (SCR IIP)</b>	<ul style="list-style-type: none"> <li>SCR Integrated Infrastructure Plan approved for publication in August 2016</li> </ul>	<ul style="list-style-type: none"> <li>Transport infrastructure priorities reflected in the SCR IIP to be advanced through SCR IIP commissioning process</li> </ul>
<b>STEP</b>	<ul style="list-style-type: none"> <li>STEP programme 15/16 allocation target achieved and spent in full</li> <li>Transition funding success in May 2016 (£2.5m revenue funding)</li> </ul>	
<b>Low Emission and Clean vehicle funding bids</b>	<ul style="list-style-type: none"> <li>Funding from both bids secured.</li> <li>Implementation stage</li> </ul>	
<b>Access Funding bid</b>	<ul style="list-style-type: none"> <li>Bid submitted to DfT in September 2016.</li> </ul>	<ul style="list-style-type: none"> <li>Links to STEP</li> </ul>

The following table summarises the plan priorities which are categorised as **amber** or **red**.

<b>Project/ Scheme</b>	<b>Summary of Latest Position</b>	<b>Mitigating Actions/ Priority &amp; Sequencing</b>
<b>Transport for the North</b>	<ul style="list-style-type: none"> <li>Reactive responses and commentary to TfN only.</li> </ul>	
<b>High Speed Rail</b>	<ul style="list-style-type: none"> <li>HS2 position on station location announced – Sheffield Midland</li> <li>Agreed to refocus HS2 Programme Board</li> <li>No progress on growth strategy. Could draw down devolution money.</li> </ul>	<ul style="list-style-type: none"> <li>SCR to develop and secure connectivity package including onward connection to Leeds</li> <li>Local discussion and agreement required on the Parkway Station</li> <li>Government position will be announced in Autumn 2016</li> </ul>
<b>Devolution Deal</b>	<ul style="list-style-type: none"> <li>Consultation on governance review concluded on 12 August</li> <li>Single LTA transition plan complete.</li> <li>Bus Devolution. Bus Market Review complete. Now seeking to appoint consultants to scope out phase 2 (business case).</li> </ul>	<ul style="list-style-type: none"> <li>Not expanding Bus Market review at this time, with resources focused on single LTA work</li> <li>Not expanding Highways element of devolution deal at the present time due to staff shortages.</li> </ul>
<b>Doncaster Sheffield Airport (DSA) Connectivity</b>	<ul style="list-style-type: none"> <li>Bus service secured</li> <li>DSA established as strategic priority</li> <li>Rail connectivity opportunity reflected in the SCR IIP</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing work with DSA</li> <li>Opportunities to advance rail ambition through SCR IIP</li> </ul>
<b>Advanced Manufacturing Innovation District Connectivity</b>	<ul style="list-style-type: none"> <li>Large Majors bid submitted to develop connectivity solution</li> <li>AMID established as a strategic priority</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to advance connectivity aspiration through DfT Large Majors funding</li> </ul>
<b>SCR Transport Strategy Refresh and Vision</b>	<ul style="list-style-type: none"> <li>Light touch refresh of SCR Transport Strategy has commenced, including modal sub-plans and delivery plan</li> </ul>	<ul style="list-style-type: none"> <li>Will be coordinated with the SEP refresh</li> </ul>
<b>Modelling Strategy</b>	<ul style="list-style-type: none"> <li>Specification developed for updated testing tools</li> </ul>	<ul style="list-style-type: none"> <li>Budget request will be forthcoming through the SCR assurance process.</li> </ul>
<b>Young Persons Travel Action Plan</b>	<ul style="list-style-type: none"> <li>SYPTTE commissioned to lead</li> </ul>	<ul style="list-style-type: none"> <li>Apprenticeship bus ticket launched in early 2016</li> </ul>

## **5 Next steps**

- 5.1 Building on the progress to date, it is important to set a range of realistic and outcome focussed priorities to ensure delivery of transport projects.
- 5.2 The TEB is asked to discuss its approach to delivery of the TEB business plan for the remainder of the financial year.

## **6. Future progress reports to the Board**

- 6.1 It is suggested for the 2017/18 financial year the SCR TEB receives updates on progress against the milestones set out in the TEB Business Plan (as well any subsequent agreed priorities) four times a year.
- 6.2 In terms of the level of detail, it is proposed that the progress updates alternate between full reports (similar to this report, with future reports each July and January) and exception reports (a short summary of key activity, with reports each April and October).

## **7. Implications**

### **i. Financial**

None resulting from the recommendations in this report.  
Where financial resources are required to progress the key projects/ schemes detailed in this report, these are subject to sign off via delegated authority (senior officer level) and/ or the SCR Combined Authority.

### **ii. Legal**

None resulting from the recommendations in this report.

### **iii. Equality & Diversity**

None resulting from the recommendations in this report.  
Any equality/ diversity implications will be assessed and addressed at an individual project/ scheme level.

**REPORT AUTHOR  
POST**

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## APPENDIX A: SCR Transport Executive Board Business Plan update

### STRATEGY AND POLICY

#### *National Infrastructure Projects*

- **Transport for the North**

- TfN will be investing £12.5M in the development of multi-modal connectivity enhancements across the North, there is a considerable policy remit for SCR to influence this work and be an advocate for a strong proportion for investment within the SCR that will benefit our economy. In total Government will spend £13bn on Transport for the North infrastructure this parliament, **AMBER:** SCR are at the heart of shaping this work as one of the five core city regions within the Northern Powerhouse

**AMBER:** SCR will seek to influence and resource the delivery of the Northern Transport Strategy (2016), to ensure that the SCR priorities are reflected in the TfN priorities to gain the maximum amount of available funding.

- **RED:** SCR will identify and sponsor a major TfN workstream (to be agreed) as part of revised TfN governance arrangements.
  - **GREEN:** SCR will be the Accountable Body for TfN until TfN becomes a statutory organisation in 2017. This means SCR will receive the TfN grant from Government and contracts with suppliers on behalf of the TfN partnership<sup>1</sup>.
- **Strategic Trans Pennine Connections**
    - **RED:** Linked to the above, SCR will develop, assess and make the case for new Trans-Pennine connections, including a Trans-Pennine tunnel and strategic connections to it from within SCR.
  - **High Speed Rail**
    - **RED:** Through further development of connectivity packages connecting urban centres and key growth locations throughout the Sheffield City Region thereby ensuring that the SCR is in the best position possible before and after an autumn announcement on route and stations by government.
    - **RED:** Explore and discuss funding opportunities with HS2 Ltd and Department for Transport
    - **RED:** Negotiating the requirements for the Hybrid Bill preparation

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<sup>1</sup> It must be noted that SCR is 'handling' TfN funds whilst ensuring that the SCR is not exposed to any financial risk

- **AMBER:** Input into HS2 East, ensuring the eastern leg of the HS2 route is strongly supported by partners along the route

### **SCR Transformational Projects**

- **Devolution Deal<sup>2</sup>**

- **AMBER:** Developing the principles agreed in the Deal
- **RED:** Establishing the opportunities, benefits and risks of implementing each of the Deal components
  - Bus franchising
  - Control of local key route network
  - Devolved planning powers (Transport and Works Act)

- **SCR Transport Strategy and Vision Development**

- **RED:** Refreshing the SCR Transport Strategy to reflect recent opportunities, joining together other transport and economy workstreams with a common vision for improving connectivity
- **RED:** Through the refreshed Transport Strategy set policy direction that reflects the changing transport environment in terms of governance and funding
- **AMBER:** Set the policy direction for SYPTTE to shape its Business Plan and budget

- **Sheffield City Region Integrated Infrastructure Plan (SCR IIP)**

- **GREEN:** Supporting solution development and making the case for the transport proposals in response to the SCR IIP. The SCR IIP sets out clearly defined transport network challenges and spatial packages that include transport interventions (such as the 20 corridors expected to experience the greatest increase in congestion). SCR must now develop the specific solutions to address these challenges.
- **RED:** Specific challenges and opportunities to which transport infrastructure will be required are detailed in the emerging SCR IIP, which will be published in Spring/Summer 2016.

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<sup>2</sup> Transport is one of five key areas within the Devolution Deal, covering arrange of activity from the Bus Franchising to the consolidation and management of devolved transport budgets.

- **RED:** SCR must ensure strong links between the SCR IIP and the SCR Transport Strategy Refresh under development.
- **Strategic Rail**
  - **AMBER:** Through engagement with Rail North Ltd, development of a Rail Plan that sets out our ambitions for rail in the SCR through the existing franchises.
  - **AMBER:** Influencing investment on the Midland Mainline, East Coast Mainline and Trans Pennine routes.
- **SCR as an International Gateway**
  - **RED:** Support Doncaster Sheffield Airport as a key international gateway by developing the case for enhanced connections to it. This includes supporting the development and delivery of an airport railway station.
- **Connectivity to Advanced Manufacturing Innovation District (AMID)**
  - **RED:** Develop connectivity solutions for the AMID, linked to its future masterplan and level of ambition. This will include investigation of heavy rail / tram train options.

## DELIVERY

### *SCR Enabling Projects*

- **Sustainable and Inclusive Transport**
  - **RED:** Oversee delivery of the Sustainable Transport Exemplar Programme (STEP) to enhance sustainable travel options in SCR, aligning investment in capital and revenue activity, further work required on capital programme to clarify outcomes the CA are investing in.
  - **GREEN:** Given that revenue funding has ceased on Local Sustainable Transport Fund activity, the SCR will look to bid for future funding to support this type of activity as funding options become available
  - **RED:** Investigating opportunities through devolution to deliver a targeted cycling action plan.
  - **GREEN:** On February 15<sup>th</sup> DfT issued invitations for local transport authorities to bid for revenue through the Sustainable Travel Transition Year Revenue Competition 2016/17. This fund will provide revenue to continue to support capital investments in cycling and walking initiatives, bridging the gap between the expiry of the LSTF in March 2016 and the implementation of the Access Fund in 2017. South Yorkshire partners are currently preparing a submission

for TEB approval prior to the deadline of 29<sup>th</sup> March.

- **Environmental Sustainability**

- **GREEN:** Securing funding and flexibility from Government to invest in low emission vehicles and infrastructure - principally this will be delivered through an Office of Low Emission Vehicles funding competition and further devolution negotiations

- **Local Transport Plan**

- **RED:** Oversee delivery of schemes against the annual Integrated Transport Block allocation. Activities led by the four local authorities and SYPTE to address local transport issues including traffic management, safer roads, accessibility, air quality, sustainability and major scheme planning

- **Highways Maintenance**

- **RED:** Oversee the Highways Capital Maintenance Block: Activities are defined by the local priorities including carriageway and footway maintenance, lighting and bridge assessment and strengthening. SCC does not currently receive an allocation as their maintenance programme is delivered through the PFI.

**SCR TRANSPORT EXECUTIVE BOARD**

**6 OCTOBER 2016**

**REPORT OF THE LOCAL TRANSPORT PARTNERSHIP TEAM**

**2016/17 CENTRALLY MANAGED TRANSPORT PROGRAMMES 2016/17 -  
QUARTER 1 DELIVERY**

**Summary**

- Members are asked to note the details of the three centrally managed programmes being delivered by the South Yorkshire Local Transport Partnership in 2016-17.
- The Integrated Transport Block total allocation is considerably lower than in previous years which has required partners to undergo a further process of scheme prioritisation. This has been completed during quarter 1.
- Delivery of the STEP allocation continues following the successful delivery of year 1 activity in 2015-16. The programme now falls under the governance of the SCR Assurance Framework, the aim is to complete this process in September.
- The submission for Sustainable Travel Transition Year (STTY) has been successful and the SCR Combined Authority received the maximum possible award of £2.5m for 2016-17. Delivery of this programme commenced immediately upon award notification.

**1. Issue**

- 1.1 To provide Members with delivery details of the three centrally managed transport programmes in 2016-17; LTP Integrated Transport Block (ITB), Sustainable Transport Exemplar Programme (STEP) and Sustainable Travel Transition Year (STTY).

**2. Recommendations**

- 2.1 Members to note the progress to date of the centrally managed programmes.

**3. Background Information**

- 3.1 The last centrally managed programmes delivery report presented to Transport Committee's July 2016 meeting detailed the conclusion of the 2015-16 programmes. This report advises of progress year to date on the centrally managed programmes. This year the Local Sustainable Transport Fund (LSTF) Revenue Programme has ceased, in its place DfT offered the opportunity to bid for Sustainable Travel Transition Year (STTY) Funding.

- 3.2 The programmes are being delivered by the five South Yorkshire partners and governed through the LTP structures and central programme management regimes

### **LTP Integrated Transport Block (ITB)**

- 3.3 The ITB allocation for the five South Yorkshire partners has declined over recent years and for 2016/17 is only £8.428m. In addition to this there was funding carried forward from previous years of £0.128m resulting in a total available allocation of £8.556m. This compares with £10.760m available in 2015-16.
- 3.4 The year on year reduction in allocation was due to the carry forward figure being lower. The carry forward amount that had been continued from previous years had acted as a buffer against the reducing DfT settlements however this contingency is now almost entirely gone as a result of the high delivery profile achieved in 2015-16.
- 3.5 As a consequence of this reduced fund the planned ITB programme had to be reviewed to ensure that all partners had prioritised their programmes in line with the new funding parameters.
- 3.6 This review process was undertaken throughout quarter 1 and has been concluded. The attached **Appendix A** shows the updated programme allocations.
- 3.7 Delivery of the programme has continued whilst this activity has been in progress with all partners reporting strong delivery throughout the period and minimal risks or issues, as identified by the Red/Amber/Green (RAG) ratings in Appendix A.
- 3.8 No spend had been reported by the end of the quarter however this was expected following the review process and there have been claims received during the early parts of quarter 2.
- 3.9 Activity is underway to develop the programme for future years, as this programme emerges the draft allocations will be added into the appendix document attached to the quarterly update reports.

### **Sustainable Transport Exemplar Programme (STEP)**

- 3.10 STEP forms part of the Local Growth Fund (LGF) allocation granted to SCR, this is a six year award however within it STEP only has allocations for the first three years. This three year allocation has a total value of £16.075m; 2016-17 is the second year of the programme and has a total allocation of £8m.

- 3.11 The original ask for this programme was £11m per year over three years. These larger ambitions have been reflected by the inclusion of a further STEP element in the latest LGF submission made to DCLG by SCR in July.
- 3.12 As previously reported the full year 1 allocation was delivered by the South Yorkshire partners in 2015-16. The full three year programme is detailed in **Appendix A**.
- 3.13 As this fund forms part of the LGF this is now governed through the Sheffield City Region assurance processes. This requires completion of a full business case submission, to be reviewed by the SCR Executive Team and then presented to the Central Independent Appraisal Team (CIAT).
- 3.14 Although the STEP was an existing programme at the time the assurance process was implemented the framework requires that all schemes seeking investment undergo a thorough scheme appraisal prior to full approval to spend being granted.
- 3.15 The process to apply this retrospectively to STEP is being progressed. The programme has been separated into two submissions, one covering the Public Transport elements and another covering the cycling and walking activity. The public transport submission has been to CIAT and passed to the Combined Authority for final approval. The cycling and walking submission is planned to be passed to the SCR Executive Team in early September.
- 3.16 The delivery profile for the STEP has been revised to align with the assurance process and partners remain confident of delivering the 2016-17 profile in full as identified through the RAG ratings reported in Appendix A.

### **Sustainable Travel Transition Year (STTY)**

- 3.17 The STTY programme is the result of the bid submitted to DfT in April this year. In May DfT notified that SCR had been successful in securing the maximum possible settlement of £2.5m.
- 3.18 In the period between submitting the bid and receiving award notification partners had been preparing to commence delivery immediately on award. This included continuing to support activities and staff through alternative short term sources to protect the skill set and momentum developed through the previous LSTF campaigns.
- 3.19 The fund award is specific to 2016-17 and grant conditions stipulate that all activity has to be delivered by 31 March 2017. Any funding which has not been delivered against will be withheld by DfT and therefore lost to SCR.
- 3.20 As notification came late in the quarter there has been limited activity during this period however the projections for the year, as identified in **Appendix A**, are strong and partners remain confident of full delivery by year end.

3.21 The STTY was intended to bridge the gap between the LSTF Revenue programme which ceased in 2015-16 and the Sustainable Travel Access Fund (STAF) which commences in 2017-18 and runs for three years. The submission date for STAF is 9 September 2016, the final draft of this submission is being completed ready for local authorisation prior to the DfT deadline.

#### 4. Implications

##### i. Financial

As this paper notes, the STEP progress falls within the Authority's Assurance Framework processes.

To date, only SYPTE 's activity has been appraised and approved by the SCR Executive's appraisal panel.

Submissions received from other partners have to date lacked sufficient information around value for money considerations for the panel to approve schemes to the Authority.

It is noted by the Authority that some partners are spending on notional STEP schemes without grant agreements with the Authority. Where this is occurring partners are spending at their own risk.

The Authority is considering options for supporting partners in the development of business cases to ensure they are compliant with the Assurance Framework.

##### ii. Legal

None arising from this report.

##### iii. Diversity

None arising from this report.

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**Attachments:** App A: Centrally Managed Transport Programmes 2016-17 Quarter 1

**Background Papers Available From:** South Yorkshire LTP Central Team  
11 Broad Street West  
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Centrally Managed Transport Programmes Q1 - 2016/17

Lead Partner	Scheme Title	Scheme Description	Risk assessment	Financial Profile			2016-17 Delivery Status
				2016-17 Total Allocation (as at 30/6/16)	2017-18 Total Allocation	2016-17 Current Spend	
BMBC	A61 Burton Road / Wakefield Road Junction	A new section of road between Burton Road and Wakefield Road, increased bus priority provision on Wakefield Road, improved signals, improved pedestrian and cycle lanes.	G	£20,000.00	being developed		None, funding only agreed in July 2016.
BMBC	A61 Wakefield Road Smithies Junction	Provision of a dedicated bus lane to bypass the junction and also provide more traffic space to reduce congestion.	G	£15,000.00	being developed		None, funding only agreed in July 2016.
BMBC	BMBC Local Accident Schemes	Package of work to include schemes to address safe routes to school, KSI hotspots, school safety zones, implementation of speed management action plan, deployment of speed indicator devices.	G	£63,000.00	being developed		None, funding only agreed in July 2016.
BMBC	BMBC Safer Roads Programme	Installation / refurbishment of pelican/puffin crossings, installation of new disabled road crossings and construction of new footways.	G	£260,000.00	being developed		None, funding only agreed in July 2016.
BMBC	BMBC Traffic Management	Package of works, including signalling equipment for Peel Square / town centre demand management measures.	A	£563,000.00	being developed		None, funding only agreed in July 2016.
BMBC	Cudworth & West Green Bypass	Residual payments required for Major scheme already completed / open, including landscaping and land acquisition payments. Significant Partner contributions have been made to this project in the past from 'local' funding.	G	£119,000.00	being developed		Works to roundabout substantially complete but still to be charged.
BMBC	BMBC Cycling Package	Cycle interventions selected from the Borough Council's prioritised list around the town centre to improve both access and facilities and, thereby, encourage increased active travel into the town.	G	£30,000.00	being developed		None, funding only agreed in July 2016.
BMBC	BMBC Preliminary Scheme Design	Costs associated with development of SCRIF works at M1 J37.	G	£180,000.00	being developed		None, funding only agreed in July 2016.
DMBC	DMBC Safer Roads	Range of road safety based casualty reduction schemes across Doncaster, including minor road improvements and reduced speed limits around schools.	G	£300,000.00	being developed		On going delivery
DMBC	DMBC Sustainable Choices	Interventions to support sustainable choices.	G	£280,000.00	being developed		On going delivery
DMBC	DMBC Traffic Management	Minor traffic management and junction improvements, including direction signing, town centre parking, lining, TROs, small scale junction improvements.	G	£250,000.00	being developed		On going delivery
DMBC	Major Scheme Costs	Costs associated with development of FARRRS.	G	£400,000.00	being developed		n/a
DMBC	DMBC Cycling Package	Package of cycling improvements and minor works including road crossings, cycle parking and cycle lanes.	A	£70,000.00	being developed		None
RMBC	Rotherham Safer Roads	Junction improvements, route treatments, VAS to reduce KSI's and improve road safety.	G	£420,000.00	being developed	£20,000.00	Design complete projects on site or programmed for delivery
RMBC	Rotherham Better Connectivity	A programme of schemes intended to improve connectivity and encourage walking and cycling including multiple improvements to pedestrian crossings and facilities.	G	£420,000.00	being developed	£100,000.00	Design complete projects on site or programmed for delivery
RMBC	Rotherham Smarter Choices Programme	A package of measures aimed at increasing use of Active Travel modes using supported travel plans and cycle parking, especially in employment areas where there are known issues.	G	£32,000.00	being developed		Design complete projects programmed for delivery
RMBC	Rotherham Traffic Management	Design, consultation and implementation of measures that improve the efficiency of the highway network and make it inclusive for all travel modes.	G	£370,000.00	being developed	£100,000.00	Design complete projects on site or programmed for delivery
SCC	Sheffield Accident Savings Programme	Speed limit reductions at sites selected through Speed Limit Review; plus accident reduction and school entrance schemes.	A	£385,000.00	£200,000.00	£54,089.33	Progress on design of the school keep clear phases, including funding ongoing maintenance costs. Initial feasibility on Forbes Road accident savings scheme.
SCC	Sheffield Bus Rapid Transit North Contribution	'Local' contribution towards the DfT funded major scheme.	A	£486,000.00	£250,000.00	£0.00	Contributions to wider SCC BRT project
SCC	Sheffield Bus Agreement (incl Hotspots)	The hotspots (annual) programme deals with bus delay issues in areas off the bus key routes and on bus key routes that are not currently funded from other sources.	G	£25,000.00	£25,000.00	£0.00	Contribution to project management costs and minor project implementation
SCC	City Wide 20mph Speed Limit Development	Ongoing annual programme, closely aligned to the Streets Ahead zones.	A	£250,000.00	£50,000.00	£69,953.62	Progress on design of the 20mph schemes, including funding ongoing maintenance costs
SCC	SCC Streets Ahead Accessibility Opportunities (small schemes)	Large mixed programme of small scale network improvements linked to the Streets Ahead programme.	G	£374,000.00	£400,000.00	£39,288.71	Full business case to enable full spend approved. Design and project management cost started
SCC	Action for Pedestrians Programme	A range of measures designed to improve conditions, facilities and safety for pedestrians and to encourage more walking. Main delivery in 2015/16 relates to the Public Rights of Way programme.	G	£80,000.00	£100,000.00	£0.00	Outline business case approved. Initial design work done. Tenders for work packages sent out.
SCC	SCC Network Management Programme	Package of management measures to relieve traffic across Sheffield, including supporting the strategic distribution of freight in and around South Yorkshire.	G	£658,000.00	£1,038,000.00	£0.00	Mandate for Intelligent Transport Systems (ITS - congestion related) schemes approved, outline business case for local network management schemes approved and design processes started
SCC	SCC Streets Ahead Accessibility Enhancements (large schemes)	A range of interventions primarily aimed at pedestrians and safety to encourage more walking and a safer environment.	G	£330,000.00	£450,000.00	£35,959.04	Progress on design of the 2016/17 schemes, including funding ongoing maintenance costs. Final business case for first five schemes approved in July.
SCC	SCC Air Quality Monitoring	Purchase of two new air quality monitoring stations	G	£60,000.00	£60,000.00	£0.00	Project mandate approved
SYPT	CT Vehicle replacement Programme	Capital funding for Community Transport services.	A	£205,000.00	being developed		Tender issued, bid submissions received
SYPT	Bus Rapid Transit Phase 1b - Northern Route	'Local' contribution towards the DfT funded major scheme.	A	£100,000.00	being developed		None
SYPT	Tram Train - SAV	Ongoing work to develop the Tram Train pilot and provision of additional Supertram vehicles.	A	£25,000.00	being developed		New trams continue to be delivered in Q1
SYPT	Rotherham Car Park	Maintenance and upgrading works required to retain Rotherham car park.	G	£25,000.00	being developed		Option assessment work progressed.
SYPT	Park & Ride - Meadowhall Extension Prep Costs	Preparation costs relating to a project to provide additional parking at the Meadowhall Interchange Park & Ride site to help alleviate the current capacity constraints. Multi-storey on the existing surface car park is an option being considered.	G	£27,250.00	being developed		Funding bid in Q3.
SYPT	SYPT Minor Projects Package	Package combining a variety of smaller scale projects.	A	£187,259.00	being developed		None
SYPT	Park & Ride - Conisbrough Extension	See P067	G	£21,045.00	being developed		Framework Engineer has completed the outline design works and submitted the report.
SYPT	Park & Ride - Kirk Sandall	See P067	A	£7,000.00	being developed		None
SYPT	Park & Ride - Penistone Rail Station	See P067	R	£2,000.00	being developed		None
SYPT	Customer Strategy (non BAU)	See P067	G	£21,000.00	being developed		None.
SYPT	OLEV	See P067	A	£15,000.00	being developed		
SYPT	BSOG Devolvement (Devolution Deal)	See P067	A	£37,714.00	being developed		None.
SYPT	Waverley (was BRT South)	See P067	A	£25,000.00	being developed		None - no agreed brief at present.
SYPT	South Yorkshire Hotspots	The hotspots (annual) programme deals with bus delay issues in areas off the bus key routes and on bus key routes that are not currently funded from other sources.	G	£150,000.00	being developed		
SYPT	Supertram Rail Replacement	Replacement of life expired rails on the embedded track sections of the network.	G	£150,000.00	being developed		
SYPT	Key Route Bus - Barnsley to Wakefield Phase II	A new bus key route from Barnsley Town centre following the A61 Barnsley to Wakefield Road, providing links to residential areas at Old Mill, Smithies, Athersley South, Athersley North, New Lodge, Mapplewell and Staincross.	G	£125,000.00	being developed		None.
SYPT	Smart Ticketing	Delivery of smart card infrastructure across South Yorkshire to support the transition to SMART enabled customer self service.	A	£276,000.00	being developed		None.
	LSTF - Tram Stops - Upgrading Retention	Provision of real time displays at key tram stops.	A	£2,000.00	being developed		84 Passenger Information Displays located at tram stops across the network, displaying real time predictions
SYPT	Sheffield Rotherham Economic Corridor	Public transport schemes to support economic growth in the Lower Don Valley (awaiting details of brief from SCR)	R	£31,500.00	being developed		None.
SYPT	Preparation of Schemes 2016-2021	Development works emerging from the SCR Integrated Infrastructure Plan.	G	£15,000.00	being developed		None
SYPT	Parkgate (new link road Aldwark Rd to Stadium Way)	LTP contribution towards the provision of a new access facility from the A6123 Aldwark Lane into the rear of the Parkgate Centre, thereby alleviating congestion A633 corridor.	G	£165,250.00	being developed		None.
SYPT	Feasibility Studies Package	Range of scheme feasibility studies packaged together looking into prospective developments of the public transport infrastructure	G	£379,750.00			See individual schemes breakdown below
SYPT	Key Route Bus Doncaster - Thorne Rd	See P104	G	£50,000.00	being developed		None
SYPT	A6195 Dearne Valley Parkway Public Transport Study (feasibility)	See P104	G	£25,000.00	being developed		Meetings taken place and first draft report structure agreed.
SYPT	Tram Network Works	See P104	G	£86,250.00	being developed		Work on DfT bid progressed.

Centrally Managed Transport Programmes Q1 - 2016/17

Lead Partner	Scheme Title	Scheme Description	Risk assessment	Financial Profile			2016-17 Delivery Status
				2016-17 Total Allocation (as at 30/6/16)	2017-18 Total Allocation	2016-17 Current Spend	
SYPT	Doncaster Station Forecourt (feasibility)	See P104	G	£111,500.00	being developed		Optioneering work completed.
SYPT	A18 Doncaster Bus Priority (feasibility)	See P104	G	£25,000.00	being developed		None.
SYPT	A630 Warmworth Dualling	See P104	G	£25,000.00	being developed		None.
SYPT	New Stops on Tram / Train Trial	See P104	G	£57,000.00	being developed		Contract for feasibility stage works awarded.
SYPT	Sprotborough Road Improvement Scheme	-	A	£25,000.00	being developed		
SYPT	Rotherham Rail Station (Parkway)	Investigation / delivery of a station on long distance rail network	G	£250,000.00	being developed		None.
RMBC	Air Quality Monitoring	Package of measures aimed at improving air quality issues in Air Quality Management Areas.	G	£25,000.00	being developed		in development
RMBC	Air Quality Modelling	Package of measures aimed at improving air quality issues in Air Quality Management Areas.	G	£21,000.00	being developed		In development
SYPT	Active Travel Co-ordination	Consultancy services to assist in developing a coordinated and successful sub-regional approach to cycling and other active travel modes.	G	£8,289.11	being developed		All the feasibility studies have been completed and uploaded.
RMBC	syITS - Consolidation and Hosting	Creation of a consolidated South Yorkshire ITS with Local Authority UTM systems. Held in a "hosted" datacentre, the system would facilitate flexibility for other hosting opportunities, including ANPR JTS2 system and links with Public Transport systems	R	£196,660.34	being developed		Final SAT testing scheduled.
SYPT	Annual Cordon Counts / Vehicle Occupancy Surveys	Continuation of Annual Cordon Counts / Vehicle Occupancy Surveys, which provide vital data on travel patterns (by mode) into the four main South Yorkshire urban areas.	A	£55,000.00	being developed		Barnsley counts completed (by DMBC).
DMBC	Red Light Running Initiatives (A630 Balby Rd)	Replacement of old and redundant wet film red light cameras with new digital red light camera units.	G	£12,845.61	being developed		Installation of equipment
RMBC	A57 Route Treatment	Introduction of measures to reduce personal injury collisions along the A57 between the junction with the A630 Parkway in the west and the Nottinghamshire boundary in the east.	G	£73,000.00	being developed		Design complete projects programmed for delivery
SYLTP	SYLTP Central Team	Dedicated accountable resource managing development and delivery of the LTP. Provides leadership and stakeholder management maximising opportunities for external funding.	G	£203,300.00	being developed		Recruitment of Programme Manager and Programme Officer. Delivery of LSTF annual outputs report Delivery of STTY submission in association with SCR Exec Team Commencement of SRP Strategy Review
BMBC	Pontefract Road Cycleway	Create shared use footway/cycleway from the TPT entrance on Pontefract Road into the Town Centre. The proposed scheme involves widening the existing footway by reducing the carriageway down to a standard 7.3m width, new drainage, street lighting and signing/lining. The existing carriageway will also be resurfaced over the length of the works. Works may include new Traffic Regulation Orders	G	£350,000.00	£0.00		Design being progressed.
BMBC	J38 to Town Centre Cycle Route	Create cycleway from Yorkshire Sculpture Park into Barnsley Town Centre.	A	£550,000.00	£254,300.00		Initial route assessment carried out.
BMBC	Park Springs Road to Broomhill Cycle Route	Construct a new cycle lane on the existing Cat Hill Road to encourage usage from the previously constructed Park Springs Road cycleway (ASOS) to the Broomhill area and attractions such as Old Moor Wetlands Centre.	G	£100,000.00	£156,745.00		Design being progressed
	Great Houghton to Park Springs Road Cycle Route		G	£0.00	£144,415.00		
	Pogmoor to Town Centre Cycle Route	Works include resurfacing part of the carriageway which is in poor condition, sorting a longstanding drainage issue where the carriageway has sunk and associated signing and lining.	G	£0.00	£230,425.00		
DMBC	Herten Way 2 Way Scheme	Conversion of Herten Way into a two way road which will help to alleviate traffic congestion issues with ASDA in particular but also make an existing area of development land more attractive for investment as access will be greatly improved.	G	£253,714.93	£0.00		Scheme completed
DMBC	Doncaster Greenways Extension - Woodfield Greenway	Woodfield Greenway links the TPT with the Lakeside area and therefore provides an employment link scheme linking the Trans Pennine Trail through to White Rose Way and the Lakeside for a number of settlements including Edlington and Balby developments.	G	£100,000.00	£0.00		Scheme completed
DMBC	Trans Pennine Trail Enhancements (Doncaster)	Improved surfacing of the TPT between Doncaster and the Dearne to provide access to the employment sites in the Dearne. The current state of the sections being upgraded does not make this an attractive route to employment.	G	£618,409.35	£190,000.00		Scheme design
DMBC	Doncaster Town Centre Cycle Enhancements	Project to address the gaps in the Doncaster cycling network, focussing primarily on connections with the town centre, Doncaster Greenways and the Trans Pennine Trail.	G	£517,876.63	£990,000.00		Scheme design
RMBC	Cycle Routes Lower Don Valley (Rotherham)	Completion of infrastructure improvements, initially funded through LSTF.	G	£450,000.00	£0.00		projects in design
RMBC	Rotherham Town Centre Cycle & Pedestrian Access	Major pedestrian / cycle and public realm corridor improvements from Eastwood, Masbrough and Ferham areas on the eastern and western edge of the town centre to improve access to employment, public transport interchanges, retail and training in the centre. The project also includes improvements to public transport by addressing congestion issues and improving bus journey time reliability	A	£1,265,000.00	£570,000.00		projects in design
SCC	Greenhill Parkway / Greenhill Avenue	Signalisation of this key junction, to complement the recent improvement works at the nearby Meadowhead Roundabout. The scheme will reduce congestion and offer improved facilities for pedestrians and cyclists	G	£170,000.01	£151,379.13	£0.00	Scheme progressing in detailed design.
SCC	Lower Don Valley Cycle Route	Improvements to existing infrastructure to create dedicated cycle and walking link from Wincobank onto the Five Weirs Walk / Strategic network. Creation of cycle paths, controlled crossing and road closure to motorised vehicles.	A	£746,601.57	£200,000.00	£38,562.00	Colliery Road closure complete. Schemes progressing in outline design.
SCC	Upper Don Valley Cycle Route	Creation of new cycle route from Oughtibridge to Stocksbridge via Wharncliffe Woods and Deepcar. Primarily a leisure route it will also benefit utility journeys through and between Stocksbridge and Deepcar, and Penistone	A	£379,807.07	£1,000,000.00	£0.00	Penistone Road phase 5 cycle route substantially complete.
SCC	Sheffield City Centre Cycle Routes	Creation of new and improved routes in the City Centre, forming part of, and connecting into a strategic network from residential areas to employment, education, leisure and other trip generating sites/ locations	A	£362,969.13	£268,620.87	£0.00	Feasibility of both routes progressed.
SCC	Blackburn Valley Cycle Route	Additional work required to overcome road safety and land ownership issues, plus extension through to junction 35a Business Park and Tankersley.	G	£337,704.91	£600,000.00	£27,339.00	Outline design of Coppice Rise started. Detailed route negotiations with land owner completed.
SCC	Meadowhall Area-wide UTM Upgrade	To ensure reliable and upgraded communications to open up the technology to facilitate improvements in absolute journey times; and also improve reliability / consistency of journey times on the key route network.	G	£60,000.00	£60,000.00	£0.00	Detailed design work and implementation at sites completed
SYPT	Meadowhall Car Park Extension	Extend the car park by erecting a full decked structure over the lower level car park, which would provide an additional 213 spaces	A	£1,450,838.00	£1,250,000.00		
SYPT	Wheels to Work	Provision of motor scooters to the Wheels2Work project which hires them out on short term loan to people who have no other means of accessing work or training, due to geographic isolation or shift-working, to enable them to obtain or retain employment.	A	£200.62	£0.00		
SYPT	Bus Key Route Sheffield - Chesterfield Road / Heeley Bottom	One of the Sheffield Better Bus Area projects chosen to address the problems related with congestion and delays to bus services along this key route in Sheffield. The scheme involves the creation of two continuous inbound lanes by widening Chesterfield Road.	G	£1,241,541.54	£0.00		- Detailed Design almost complete, pricing underway.
SYPT	Key Route Sheffield Gleadless	Works along the corridor between the city centre and Gleadless, including public transport reliability and journey time improvements. This will be achieved through interventions at specific hotspots and accessibility improvements to bus stops.	G	£581,604.24	£0.00		- Final scheme Blackstock Road/Gleadless Road Inbound bus lane scheme started on site.
SYPT	Key Route Sheffield Chapeltown	Works along the Sheffield - Chapeltown Corridor, improving reliability and journey times. This will be achieved through interventions at specific hotspots and accessibility improvements to bus stops.	A	£9,486.00	£0.00		- Delivery of Ruffland Road / Pitsmoor Road scheme and Firth Park scheme.
SYPT	Key Route North Sheffield	Works to overcome problems being experienced in the North Sheffield area, due to increased traffic and changing traffic patterns, including improvements to public transport reliability and journey times. This will be achieved by a mixture of bus priority measures, highway modifications and signalling improvements, including the use of real-time detection for buses.	G	£450,000.00	£0.00		- Barnsley Road Schemes Phase 1 and 2 - Detailed design nearing for completion. Consultation and scheme approvals completed.
BMBC	Cycle Training	Delivery of a variety of cycle training ie Learning to Ride/Cycle Plus/1-1 training	G	£12,000.00			45 sessions delivered, 105 outputs
BMBC	Barnsley Cycling Package	Bike servicing & repairs, bike maintenances, free Dr bike services and an extension to the Bike leasing scheme. To promote and encourage leisure cycling.	G	£122,000.00			Hub Outcomes - 303 customer interactions, 26 Dr Bike checks, 81 workshop services, 12 donated bikes
BMBC	Cycle Initiative Grants	Offer secure cycle parking to businesses and schools. Also grants to facilities to encourage cycling to work/ school.	G	£33,000.00			funding only received in July
BMBC	Dr Bike	Borough Wide bike safety checks at key locations/workplaces.	G	£23,000.00			funding only received in July

Centrally Managed Transport Programmes Q1 - 2016/17

Lead Partner	Scheme Title	Scheme Description	Risk assessment	Financial Profile			2016-17 Delivery Status
				2016-17 Total Allocation (as at 30/6/16)	2017-18 Total Allocation	2016-17 Current Spend	
BMBC	South Yorkshire ECO Stars Fleet Recognition Scheme	ECO Stars engages with commercial vehicle operators at a local level, with the specific aim of assisting and encouraging them to reduce the negative impact of their activities on air quality.	G	£75,000.00		£0.00	2016/17 Business Plan and Marketing Strategy received and approved .Waiver report completed and approved .Consultants notified .Ongoing delivery of ECO Stars
BMBC	Barnsley Walking Package	Trek Active - supporting walking during commutes and in leisure time; promoting sustainable travel choices and reducing car reliance. Active travel campaign for primary schools to encourage regular walking on the school run.	G	£44,113.00			
DMBC	Cycle Training	Adult/Group and family cycle training including Learn to Ride sessions	G	£15,000.00			On going delivery
BMBC	Doncaster Cycling Package	Bring together activities within 2 bike hubs. One providing a town centre location with indoor secure cycle parkin and an additional hub based at Doncaster Rovers with training, Dr Bike etc. Also provide access to the cycling offer with satellite contact hubs at Leisure Centres across the district.	G	£145,000.00			On going delivery
DMBC	Dr Bike	Borough Wide bike safety checks at key locations/workplaces – expanding the existing service into the wider community and covering a greater number of workplaces pa	G	£20,000.00			On going delivery
DMBC	Cycle Initiative Grants	This project would offer secure and where required covered cycle parking to businesses and schools. The project would also offer grants towards other facilities to encourage cycling to work/ school such as lockers or showers.	G	£10,000.00			On going delivery
DMBC	Bike It - South Yorkshire	Continuation of the work to increase the amount of young people cycling to school and cycling in general through a variety of initiatives;	G	£250,000.00			On going delivery
DMBC	Doncaster Walking Festival	Promotion and support of the Doncaster Walking Festival and the Walking for Health Promotion. Leaflets/publicity material and advertising in the local press.	G	£5,000.00			On going delivery
DMBC	Wheels 2 Work	Wheels 2 Work provides a simple transport solution for people wanting to take up work or training opportunities where public transport is not a viable option.	G	£234,349.00		£51,823.00	Wheels 2 Work project operational - 78 users helped into employment &/or training during first quarter.
DMBC	Business to Business Team (previously Busboost and ITT)	Travel advice to businesses and promotion of opportunities available through SCR projects.	G	£244,629.00			1069 commuters have received travel advice.
SYPT	Marketing and Communication	Provide marketing support for all funded schemes providing a joined up approach across the region to enable customers to easily learn and access all funded schemes.	G	£173,806.00			Re-developed Get Moving resource with the addition of audio for use with NEET audiences Delivered cycling campaign activity - online and traditional media - covering Barnsley, Rotherham and Sheffield leading to... * 300+ interactions with the Barnsley HUB in Q1 * increased schedule of bookings for the Rotherham mobile HUB from 50% in Q1 to 60% in Q2 (and growing!) * growth in customer interactions with confirmed Dr Bike programme in Sheffield Launch of the (BikeplusCarplus) electric bike programme in Rotherham through the mobile HUB achieving local and national coverage ECO Stars - sign-up of 125th member of the South Yorkshire programme, with extension of activity into SCR Public Transport Inc. Catch the Bus Week activity and links to Herd of Sheffield campaign Awards submissions completed for 'Busboost' in (i) Northern Transport Awards and (ii) National Bus Awards Meetings held with all designated scheme leads in Q1 with on-going activity in Q2
SYPT	Rotherham Mobile Cycle HUB	Free Electric and Pedal bike hire	G	£130,000.00			TBC
SYPT	Cycling Promotion Events	Promote and encourage cycling - two family cycle events are proposed to be held in public areas such as town centres and parks.	G	£30,000.00			Locations identified for the events and potential suppliers.
RMBC	Cycle initiatives Grant	A grant fund open to local communities and businesses to support cycling measures	G	£50,000.00			94 secure and covered cycle parking stands installed.
RMBC	Local Walking Route Improvements	Interventions to improve access for pedestrians to work, local shops and local centres. Includes removing overgrown vegetation along walking routes, improving footway surfaces and improving crossing points.	G	£40,000.00			Locations identified where improvements to the walking environment are required through community street audits.
RMBC	South Yorkshire Cycle Safety Programme of Activity	Delivery of hi vis accessories for pedestrians and cyclists to improve visibility of vulnerable road users.	A	£50,000.00			Financial processes undertaken with SCC and SYP to draw down the grant funding and enable procurement of goods and services to begin.
RMBC	Cycleboost	Funding continuation of Barnsley Interchange Cycle Hub. Hub provides a town centre location indoor secure cycle parking. Offers bike servicing & repairs, bike maintenances, free Dr bike services and an extension to the Bike leasing scheme.	A	£169,000.00		£5,280.00	contracts awarded for training and bike doctor , 49 bikes safety checked 621 adult cycle training sessions. Existing training hubs increased by one - Westfield
SRP	Bike Hubs	City centre location for bike storage, maintenance, repairs, changing facilities, expert advice on all aspects of cycling, small scale sales, bike hire short and long term	A	£50,000.00		£0.00	tender issued
SCC	Bike Hire	Expanding UoS proposals into city centre, collegiate and Kelham Island, linking student residences with each other and transport hubs including city cycle hub	G	£20,000.00		£0.00	2 docking station locations agreed with all parties
SCC	Cycle initiatives Grant	A grant fund open to local communities and businesses to support cycling measures	A	£50,000.00		£0.00	2 organisations engaged
SCC	Events	Mass participation event and led rides to encourage leisure cycling, and to raise the profile of cycling	G	£55,000.00		£3,000.00	event planning complete
SCC	Modeshift STARS	The introduction and participation in the national sustainable and active travel to school accreditation scheme - STARS.	G	£70,000.00		£0.00	All 4 districts are members of Modeshift and Modeshift STARS, paperwork in place to employ SY STARS Officer.
SCC	Independent Travel Training	Offering a personalised travel solution for young people who are currently or expected to access home to school transport. The training is to all educational settings which include special schools, colleges and mainstream settings.	G	£190,000.00		£0.00	22 young people travel trained in the first quarter. 10 adults supported travelling in their local community
SCC	Walking to School Initiative	The project will be based at Primary Schools in areas where emissions and congestion at key times (Drop off and Pick up) are high. The project will encourage parents, carers to walk to and from school and raise the awareness of the benefits to walking.	G	£38,000.00		£1,767.00	Met with 5 of the identified schools to prepare a tailored delivery plan based on their individual walking needs. Delivered an assembly at 1 of the identified schools engaging 250 pupils in active travel awareness. Developed a walking challenge to be delivered over the Summer Holidays, this has been made available to families from the 5 schools which includes prizes for taking part (in kind from City partners) Delivered 1 walking challenge event that attracted 50 families, delivered in a local park. Engaged with Sheffield Hallam University (Sport Industry Research Centre) to support with the monitoring and evaluation of the project. Engaged with Faulkner Associates to support with the marketing and PR of the project
SCC	Cycling Co-ordination	Appointment of an officer to co-ordinate South Yorkshire's cycling activity, enhancing our ability to operate as a single region and respond to all funding and engagement opportunities.	G	£37,000.00			Allocation secured and officer commenced role.
SCC	Public Rights of Way	SCC's Public Rights of Way (PROW) Improvement Plan - maintaining and improving bridges, gates and stiles, signing and way marking etc.	G	£20,000.00			
SCC	Sheffield Walking Package	Three projects, Walking with Purpose, Walking Festival & Outdoor City Walking Routes	A	£36,167.00			Festival programme finalised; Leaflet draft designed; online booking forms produced
SYLTP	Programme Monitoring and Evaluation	Support for the monitoring commitments against current projects and development of a structured monitoring plan to lead into delivery of STAF.	G	£25,000.00			
SYLTP	Risk Mitigation	Holding scheme to provide funding for use against emerging risks and issues which can not be covered through existing project allocations.	N/A	£32,936.00			

Programme	Scheme Ref	Scheme Title	Investment Theme	Scheme Description	Lead Partner	Area	RAG Summary				2016-17 Total Allocation (as at 30/6/16)	2017-18 Total Allocation	2018-19 Total Allocation	2016-17 Current Spend	Q2 Planned Claims	Q3 Planned Claims	Q4 Planned Claims		
							Risk	Delivery	Spend	Outputs/Outcom									
ITB	B003	A61 Burton Road / Wakefield Road Junction	Selective Investment in the Strategic Network	A new section of road between Burton Road and Wakefield Road, increased bus priority provision on Wakefield Road, improved signals, improved pedestrian and cycle lanes.	BMBC	B	G	G	G	G				£20,000.00	being developed	being developed	£0.00	£5,000.00	£15,000.00
ITB	B015	A61 Wakefield Road Smithies Junction	Selective Investment in the Strategic Network	Provision of a dedicated bus lane to bypass the junction and also provide more traffic space to reduce congestion.	BMBC	B	G	G	G	G				£15,000.00	being developed	being developed	£0.00	£0.00	£15,000.00
ITB	B041	BMBC Local Accident Schemes	Designing and Maintaining Safe Roads	Package of work to include schemes to address safe routes to school, KS1 hotspots, school safety zones, implementation of speed management action plan, deployment of speed indicator devices.	BMBC	B	G	G	G	G				£63,000.00	being developed	being developed	£5,000.00	£23,000.00	£35,000.00
ITB	B042	BMBC Safer Roads Programme	Safer Roads for Children and Young People	Installation / refurbishment of pelican/puffin crossings, installation of new disabled road crossings and construction of new footways.	BMBC	B	G	G	G	G				£260,000.00	being developed	being developed	£20,000.00	£50,000.00	£190,000.00
ITB	B043	BMBC Traffic Management	Selective Investment in the Strategic Network	Package of works, including signalling equipment for Peel Square / town centre demand management measures.	BMBC	B	A	A	A	A				£563,000.00	being developed	being developed	£0.00	£250,000.00	£313,000.00
ITB	B044	Cudworth & West Green Bypass	Selective Investment in the Strategic Network	Residual payments required for Major scheme already completed / open, including landscaping and land acquisition payments. Significant Partner contributions have been made to this project in the past from Local funding.	BMBC	B	G	G	G	G				£119,000.00	being developed	being developed	£90,000.00	£29,000.00	£0.00
ITB	B045	BMBC Cycling Package	Active Travel	Cycle interventions selected from the Borough Council's prioritised list around the town centre to improve both access and facilities and, thereby, encourage increased active travel into the town.	BMBC	B	G	G	G	G				£30,000.00	being developed	being developed	£0.00	£0.00	£30,000.00
ITB	B046	BMBC Preliminary Scheme Design	Selective Investment in the Strategic Network	Costs associated with development of SCRIF works at M1 J37.	BMBC	B	G	G	G	G				£180,000.00	being developed	being developed	£60,000.00	£60,000.00	£60,000.00
ITB	D035	DMBC Safer Roads	Designing and Maintaining Safe Roads	Range of road safety based casualty reduction schemes across Doncaster, including minor road improvements and reduced speed limits around schools.	DMBC	D	G	G	G	G				£300,000.00	being developed	being developed	£50,000.00	£50,000.00	£200,000.00
ITB	D036	DMBC Sustainable Choices	Active Travel	Interventions to support sustainable choices.	DMBC	D	G	G	G	G				£280,000.00	being developed	being developed	£50,000.00	£100,000.00	£130,000.00
ITB	D037	DMBC Traffic Management	Selective Investment in the Strategic Network	Minor traffic management and junction improvements, including direction signing, town centre parking, lining, TROs, small scale junction improvements.	DMBC	D	G	G	G	G				£250,000.00	being developed	being developed	£50,000.00	£100,000.00	£100,000.00
ITB	D038	Major Scheme Costs	Selective Investment in the Strategic Network	Costs associated with development of FARRS.	DMBC	D	G	G	G	G				£400,000.00	being developed	being developed	£300,000.00		£100,000.00
ITB	D039	DMBC Cycling Package	Active Travel	Package of cycling improvements and minor works including road crossings, cycle parking and cycle lanes.	DMBC	D	G	A	A	A				£70,000.00	being developed	being developed			£70,000.00
ITB	R030	Rotherham Safer Roads	Designing and Maintaining Safe Roads	Junction improvements, route treatments, VAS to reduce KS1's and improve road safety.	RMBC	R	G	G	G	G				£420,000.00	being developed	being developed	£20,000.00	£50,000.00	£100,000.00
ITB	R031	Rotherham Better Connectivity	Active Travel	A programme of schemes intended to improve connectivity and encourage walking and cycling including multiple improvements to pedestrian crossings and facilities.	RMBC	R	G	G	G	G				£420,000.00	being developed	being developed	£100,000.00	£200,000.00	£100,000.00
ITB	R033	Rotherham Smarter Choices Programme	Active Travel	A package of measures aimed at increasing use of Active Travel modes using supported travel plans and cycle parking, especially in employment areas where there are known issues.	RMBC	R	G	G	G	G				£32,000.00	being developed	being developed		£10,000.00	£22,000.00
ITB	R034	Rotherham Traffic Management	Selective Investment in the Strategic Network	Design, consultation and implementation of measures that improve the efficiency of the highway network and make it inclusive for all travel modes.	RMBC	R	G	G	G	G				£370,000.00	being developed	being developed	£100,000.00	£170,000.00	£70,000.00
ITB	S075	Sheffield Accident Savings Programme	Safer Roads for Children and Young People	Speed limit reductions at sites selected through Speed Limit Review, plus accident reduction and school entrance schemes.	SCC	S	A	A	G	A				£385,000.00	£200,000.00	being developed	£54,089.33	£78,000.00	£16,000.00
ITB	S077	Sheffield Bus Rapid Transit North Contribution	Public Transport Infrastructure to Unlock Sustainable Regeneration	'Local' contribution towards the DfT funded major scheme.	SCC	S	A	A	A	G				£486,000.00	£250,000.00	being developed	£0.00	£150,000.00	£336,000.00
ITB	S085	Sheffield Bus Agreement (incl Hotspots)	Public Transport system to link people to jobs	The hotspots (annual) programme deals with bus delay issues in areas off the bus key routes and on bus key routes that are not currently funded from other sources.	SCC	S	G	G	G	G				£25,000.00	£25,000.00	being developed	£0.00	£8,000.00	£7,000.00
ITB	S087	City Wide 20mph Speed Limit Development	Designing and Maintaining Safe Roads	Ongoing annual programme, closely aligned to the Streets Ahead zones.	SCC	S	A	A	G	A				£250,000.00	£50,000.00	being developed	£69,953.62	£13,000.00	£121,000.00
ITB	S091	SCC Streets Ahead Accessibility Opportunities (small schemes)	Core Network Management Processes	Large mixed programme of small scale network improvements linked to the Streets Ahead programme.	SCC	S	G	G	G	G				£374,000.00	£400,000.00	being developed	£39,288.71	£50,000.00	£148,000.00
ITB	S094	Action for Pedestrians Programme	Active Travel	A range of measures designed to improve conditions, facilities and safety for pedestrians and to encourage more walking. Main delivery in 2015/16 relates to the Public Rights of Way programme.	SCC	S	A	G	G	G				£80,000.00	£100,000.00	being developed	£0.00	£8,000.00	£72,000.00
ITB	S095	SCC Network Management Programme	Selective Investment in the Strategic Network	Package of management measures to relieve traffic across Sheffield, including supporting the strategic distribution of freight in and around South Yorkshire.	SCC	S	A	A	G	G				£658,000.00	£1,038,000.00	being developed	£0.00	£125,000.00	£179,000.00
ITB	S097	SCC Streets Ahead Accessibility Enhancements (large schemes)	Active Travel	A range of interventions primarily aimed at pedestrians and safety to encourage more walking and a safer environment.	SCC	S	G	G	G	G				£330,000.00	£450,000.00	being developed	£35,959.04	£48,000.00	£115,000.00
ITB	S101	SCC Air Quality Monitoring	Selective Investment in the Strategic network	Purchase of two new air quality monitoring stations	SCC	S	A	G	G	G				£60,000.00	£60,000.00	being developed	£0.00	£0.00	£60,000.00
ITB	P003	CT Vehicle replacement Programme	Better Public Transport Connectivity	Capital funding for Community Transport services.	SYTPE	B-D-R-S	A	A	A	A				£205,000.00	being developed	being developed	£2,500	£1,250	£181,250
ITB	P038	Bus Rapid Transit Phase 1b - Northern Route	Public Transport Infrastructure to Unlock Sustainable Regeneration	'Local' contribution towards the DfT funded major scheme.	SYTPE	R-S	A	A	A	G				£100,000.00	being developed	being developed	£0	£100,000	£0
ITB	P052	Tram Train - SAV	Public Transport Infrastructure to Unlock Sustainable Regeneration	Ongoing work to develop the Tram Train pilot and provision of additional Supertram vehicles.	SYTPE	S	R	A	A	G				£25,000.00	being developed	being developed	£12,500	£6,250	£6,250
ITB	P057	Rotherham Car Park	Public Transport Infrastructure to Unlock Sustainable Regeneration	Maintenance and upgrading works required to retain Rotherham car park.	SYTPE	R	G	G	G	G				£25,000.00	being developed	being developed	£12,500	£6,250	£6,250
ITB	P059	Park & Ride - Meadowhall Extension Prep Costs	Public Transport System to Link People to Jobs	Preparation costs relating to a project to provide additional parking at the Meadowhall Interchange Park & Ride site to help alleviate the current capacity constraints. Multi-storey on the existing surface car park is an option being considered.	SYTPE	S	G	G	G	G				£27,250.00	being developed	being developed	£3,750	£14,125	£1,875
ITB	P067	SYTPE Minor Projects Package	Public Transport Infrastructure to Unlock Sustainable Regeneration	Package combining a variety of smaller scale projects.	SYTPE	B-D-R-S	A	A	A	A				£187,259.00	being developed	being developed	£57,045	£23,750	£54,964
ITB	P067 Formerly tbc	Park & Ride - Conisbrough Extension		See P067	SYTPE	D	G	G	G	G				£21,045.00	being developed	being developed			See P067 / 78060
ITB	P067 Formerly tbc	Park & Ride - Kirk Sandall		See P067	SYTPE	D	A	A	A	A				£7,000.00	being developed	being developed			See P067 / 78061
ITB	P067 Formerly tbc	Park & Ride - Penistone Rail Station		See P067	SYTPE	B	R	R	G	A				£2,000.00	being developed	being developed			See P067 / 78062
ITB	P067 Formerly tbc	Customer Strategy (non BAU)		See P067	SYTPE	B-D-R-S	A	G	G	G				£21,000.00	being developed	being developed			See P067 / 78063
ITB	P067 Formerly tbc	OLEV		See P067	SYTPE	B-D-R-S	G	A	A	A				£15,000.00	being developed	being developed			See P067 / 78060
ITB	P067 Formerly tbc	BSOG Devolvement (Devolution Deal)		See P067	SYTPE	B-D-R-S	G	A	A	A				£37,714.00	being developed	being developed			See P067 / 78060
ITB	P067 Formerly tbc	Waverley (was BRT South)		See P067	SYTPE	R-S	A	R	A	A				£25,000.00	being developed	being developed			See P067 / 78060
ITB	P068	South Yorkshire Hotspots	Public Transport System to Link People to Jobs	The hotspots (annual) programme deals with bus delay issues in areas off the bus key routes and on bus key routes that are not currently funded from other sources.	SYTPE	B-D-R-S	G	G	G	G				£150,000.00	being developed	being developed	£0	£20,000	£155,000
ITB	P073	Supertram Rail Replacement	Strategic Network / Severance Schemes	Replacement of life expired rails on the embedded track sections of the network.	SYTPE	S	G	A	G	G				£150,000.00	being developed	being developed	£27,500	£13,750	£108,750
ITB	P078	Key Route Bus - Barnsley to Wakefield Phase II	Public Transport System to Link People to Jobs	A new bus key route from Barnsley Town centre following the A61 Barnsley to Wakefield Road, providing links to residential areas at Old Mill, Smithies, Athersley South, Athersley North, New Lodge, Mappletwell and Staincross.	SYTPE	B	G	G	G	G				£125,000.00	being developed	being developed	£0	£0	£125,000
ITB	P079	Smart Ticketing	Public Transport System to Link People to Jobs	Delivery of smart card infrastructure across South Yorkshire to support the transition to SMART enabled customer self service.	SYTPE	B-D-R-S	A	A	A	A				£276,000.00	being developed	being developed	£28,000	£64,000	£164,000
ITB	P085	LSTF - Tram Stops - Upgrading Retention	Public Transport System to Link People to Jobs	Provision of real time displays at key tram stops.		S	R	G	A	G				£2,000.00	being developed	being developed	£1,000	£500	£500
ITB	P098	Sheffield Rotherham Economic Corridor	Public Transport Infrastructure to Unlock Sustainable Regeneration	Public transport schemes to support economic growth in the Lower Don Valley (awaiting details of brief from SCR)	SYTPE	R-S	R	R	R	R				£31,500.00	being developed	being developed	£2,875	£1,438	£11,437
ITB	P099	Preparation of Schemes 2016-2021	Public Transport Infrastructure to Unlock Sustainable Regeneration	Development works emerging from the SCR Integrated Infrastructure Plan.	SYTPE	B-D-R-S	G	G	G	G				£15,000.00	being developed	being developed	£7,500	£3,750	£3,750
ITB	P100	Parkgate (new link road Aldwark Rd to Stadium Way)	Public Transport Infrastructure to Unlock Sustainable Regeneration	LTP contribution towards the provision of a new access facility from the A6123 Aldwark Lane into the rear of the Parkgate Centre, thereby alleviating congestion A633 corridor.	SYTPE	R	A	G	G	G				£165,250.00	being developed	being developed	£20,000	£10,000	£96,426
ITB	P104	Feasibility Studies Package	Public Transport System to Link People to Jobs	Range of scheme feasibility studies packaged together looking into prospective developments of the public transport infrastructure	SYTPE	B-D-R-S	G	G	G	G				£379,750.00	being developed	being developed	£70,275	£44,937	£264,538
ITB	P104 Formerly P063	Key Route Bus Doncaster - Thorne Rd	Public Transport System to Link People to Jobs	See P104	SYTPE	D	G	G	G	G				£50,000.00	being developed	being developed			see P104 / 79097
ITB	P104 Formerly P094	A6195 Dearne Valley Parkway Public Transport Study (feasibility)	Public Transport System to Link People to Jobs	See P104	SYTPE	B	G	G	G	G				£25,000.00	being developed	being developed			see P104 / 79097
ITB	P104 Formerly P084	Tram Network Works	Public Transport System to Link People to Jobs	See P104	SYTPE	S	A	A	A	A				£86,250.00	being developed	being developed			see P104 / 79097
ITB	P104 Formerly P086	Doncaster Station Forecourt (feasibility)	Public Transport System to Link People to Jobs	See P104	SYTPE	D	G	G	G	G				£111,500.00	being developed	being developed			see P104 / 79097
ITB	P104 Formerly P087	A18 Doncaster Bus Priority (feasibility)	Public Transport System to Link People to Jobs	See P104	SYTPE	D	G	G	G	G				£25,000.00	being developed	being developed			see P104 / 79097
ITB	P104 Formerly P088	A630 Warmsworth Dualling	Public Transport System to Link People to Jobs	See P104	SYTPE	D	G	G	G	G				£25,000.00	being developed	being developed			see P104 / 79097
ITB	P104 Formerly tbc	New Stops on Tram / Train Trial	Public Transport System to Link People to Jobs	See P104	SYTPE	R-S	G	G	G	G				£57,000.00	being developed	being developed			see P104 / 79097
ITB	New	Sporoborough Road Improvement Scheme			SYTPE	D	A	A	G	G				£25,000.00	being developed	being developed	£25,000	£62,500	£162,500
ITB	New	Rotherham Rail Station (Parkway)		Investigation / delivery of a station on long distance rail network	SYTPE	R	A	A	G	G				£250,000.00	being developed	being developed			
ITB	AQ002	Air Quality Monitoring	Evaluation of Air Quality, Emissions and Noise	Package of measures aimed at improving air quality issues in Air Quality Management Areas.	RMBC	B-D-R-S	G	G	G	G				£25,000.00	being developed	being developed	£3,500.00	£10,000.00	£11,500.00
ITB	AQ003	Air Quality Modelling	Evaluation of Air Quality, Emissions and Noise	Package of measures aimed at improving air quality issues in Air Quality Management Areas.	RMBC	B-D-R-S	G	G	G	G				£21,000.00	being developed	being developed		£7,000.00	£14,000.00
ITB	CC01	Active Travel Co-ordination	Active Travel	Consultancy services to assist in developing a coordinated and successful sub-regional approach to cycling and other active travel modes.	SYTPE	B-D-R-S	G	G	G	G				£8,289.11	being developed	being developed			£8,289.11
ITB	CK023	syITS - Consolidation and Hosting	South Yorkshire Intelligent Transport Systems	Creation of a consolidated South Yorkshire ITS with Local Authority UTM systems. Held in a "hosted" datacentre, the system would facilitate flexibility for other hosting opportunities, including ANPR JTS2 system and links with Public Transport systems	RMBC	D-R-S	A	R	R	R				£196,660.34	being developed	being developed			£196,

Programme	Scheme Ref	Scheme Title	Investment Theme	Scheme Description	Lead Partner	Area	RAG Summary				2016-17 Total Allocation (as at 30/6/16)	2017-18 Total Allocation	2018-19 Total Allocation	2016-17 Current Spend	Q2 Planned Claims	Q3 Planned Claims	Q4 Planned Claims
							Risk	Delivery	Spend	Outputs/Outcomes							
ITB	CN024	Annual Cordon Counts / Vehicle Occupancy Surveys	Core Network Management Processes	Continuation of Annual Cordon Counts / Vehicle Occupancy Surveys, which provide vital data on travel patterns (by mode) into the four main South Yorkshire urban areas.	SYPT	B-D-R-S	A	A	G	A							
ITB	SR014	Red Light Running Initiatives (A630 Balby Rd)	Enforcing Road Traffic Law	Replacement of old and redundant wet film red light cameras with new digital red light camera units.	DMBC	D	G	G	G	G							
ITB	SR017	A57 Route Treatment	Designing and Maintaining Safe Roads	Introduction of measures to reduce personal injury collisions along the A57 between the junction with the A630 Parkway in the west and the Nottinghamshire boundary in the east.	RMBC	R-S	G	G	G	G							
ITB	SY004	SYLTP Central Team	Programme Management	Dedicated accountable resource managing development and delivery of the LTP. Provides leadership and stakeholder management maximising opportunities for external funding.	SYLTP	B-D-R-S	G	G	G	G							
STEP	8502	Pontefract Road Cycleway	Active Travel	Create shared use footway/cycleway from the TPT entrance on Pontefract Road into the Town Centre. The proposed scheme involves widening the existing footway by reducing the carriageway down to a standard 7.3m width, new drainage, street lighting and signing/lining. The existing carriageway will also be resurfaced over the length of the works. Works may include new Traffic Regulation Orders	BMBC	B	G	G	G	G							
STEP	8506	J38 to Town Centre Cycle Route	Active Travel	Create cycleway from Yorkshire Sculpture Park into Barnsley Town Centre.	BMBC	B	A	A	A	A							
STEP	8507	Park Springs Road to Broomhill Cycle Route	Active Travel	Construct a new cycle lane on the existing Cat Hill Road to encourage usage from the previously constructed Park Springs Road cycleway (AS05) to the Broomhill area and attractions such as Old Moor Wetlands Centre.	BMBC	B	G	G	G	G							
STEP	8508	Great Houghton to Park Springs Road Cycle Route															
STEP	8509	Pogmoor to Town Centre Cycle Route		Works include resurfacing part of the carriageway which is in poor condition, sorting a longstanding drainage issue where the carriageway has sunk and associated signing and lining.													
STEP	D501	Herten Way 2 Way Scheme	Selective Investment in the Strategic Network	Conversion of Herten Way into a two way road which will help to alleviate traffic congestion issues with ASDA in particular but also make an existing area of development land more attractive for investment as access will be greatly improved.	DMBC	D	G	G	G	G							
STEP	D502	Doncaster Greenways Extension - Woodfield Greenway	Active Travel	Woodfield Greenway links the TPT with the Lakeside area and therefore provides an employment link scheme linking the Trans Pennine Trail through to White Rose Way and the Lakeside for a number of settlements including Edlington and Balby developments.	DMBC	D	G	G	G	G							
STEP	D503	Trans Pennine Trail Enhancements (Doncaster)	Active Travel	Improved surfacing of the TPT between Doncaster and the Dearne to provide access to the employment sites in the Dearne. The current state of the sections being upgraded does not make this an attractive route to employment.	DMBC	D	G	G	A	G							
STEP	D504	Doncaster Town Centre Cycle Enhancements	Active Travel	Project to address the gaps in the Doncaster cycling network, focussing primarily on connections with the town centre, Doncaster Greenways and the Trans Pennine Trail.	DMBC	D	G	G	G	G							
STEP	RS02	Cycle Routes Lower Don Valley (Rotherham)	Active Travel	Completion of infrastructure improvements, initially funded through LSF.	RMBC	R-S	G	G	G	G							
STEP	RS03	Rotherham Town Centre Cycle & Pedestrian Access	Active Travel	Major pedestrian / cycle and public realm corridor improvements from Eastwood, Masbrough and Ferham areas on the eastern and western edge of the town centre to improve access to employment, public transport interchanges, retail and training in the centre. The project also includes improvements to public transport by addressing congestion issues and improving bus journey time reliability	RMBC	R	A	A	A	A							
STEP	SS01	Greenhill Parkway / Greenhill Avenue	Active Travel	Signalisation of this key junction, to complement the recent improvement works at the nearby Meadowhead Roundabout. The scheme will reduce congestion and offer improved facilities for pedestrians and cyclists	SCC	S	G	G	G	A							
STEP	SS03	Lower Don Valley Cycle Route	Active Travel	Improvements to existing infrastructure to create dedicated cycle and walking link from Wincobank onto the Five Weirs Walk / Strategic network. Creation of cycle paths, controlled crossing and road closure to motorised vehicles.	SCC	S	G	A	A	A							
STEP	SS04	Upper Don Valley Cycle Route	Active Travel	Creation of new cycle route from Doughtybridge to Stocksbridge via Wharnciffe Woods and Deepcar. Primarily a leisure route it will also benefit utility journeys through and between Stocksbridge and Deepcar, and Penistone	SCC	B-S	A	A	G	A							
STEP	SS06	Sheffield City Centre Cycle Routes	Active Travel	Creation of new and improved routes in the City Centre, forming part of, and connecting into a strategic network from residential areas to employment, education, leisure and other trip generating sites/locations	SCC	S	A	G	A	A							
STEP	SS07	Blackburn Valley Cycle Route	Active Travel	Additional work required to overcome road safety and land ownership issues, plus extension through to junction 35a Business Park and Tankersley.	SCC	S	G	A	G	G							
STEP	SS09	Meadowhall Area-wide UTM Upgrade	Selective investment in the Strategic network	To ensure reliable and upgraded communications to open up the technology to facilitate improvements in absolute journey times; and also improve reliability / consistency of journey times on the key route network.	SCC	S	G	G	G	G							
STEP	PS02	Meadowhall Car Park Extension	Public Transport system to link people to jobs	Extend the car park by erecting a full decked structure over the lower level car park, which would provide an additional 213 spaces	SYPT	S	See Comments										
STEP	PS03	Wheels to Work	Public Transport System to Link People to Jobs	Provision of motor scooters to the Wheels2Work project which hires them out on short term loan to people who have no other means of accessing work or training, due to geographic isolation or shift-working, to enable them to obtain or retain employment.	SYPT	B-D-R-S	See Comments										
STEP	PS04	Bus Key Route Sheffield - Chesterfield Road / Heeley Bottom	Public Transport System to Link People to Jobs	One of the Sheffield Better Bus Area projects chosen to address the problems related with congestion and delays to bus services along this key route in Sheffield. The scheme involves the creation of two continuous inbound lanes by widening Chesterfield Road.	SYPT	S	A	G	G	G							
STEP	PS13	Key Route Sheffield Gleadless	Public Transport System to Link People to Jobs	Works along the corridor between the city centre and Gleadless, including public transport reliability and journey time improvements. This will be achieved through interventions at specific hotspots and accessibility improvements to bus stops.	SYPT	S	G	G	G	G							
STEP	PS14	Key Route Sheffield Chapelton	Public Transport System to Link People to Jobs	Works along the Sheffield - Chapelton Corridor, improving reliability and journey times. This will be achieved through interventions at specific hotspots and accessibility improvements to bus stops.	SYPT	S	See Comments										
STEP	PS15	Key Route North Sheffield	Public Transport System to Link People to Jobs	Works to overcome problems being experienced in the North Sheffield area, due to increased traffic and changing traffic patterns, including improvements to public transport reliability and journey times. This will be achieved by a mixture of bus priority measures, highway modifications and signalling improvements, including the use of real-time detection for buses.	SYPT	S	G	G	G	G							
STTY	BTY01	Cycle Training	Cycleboost	Delivery of a variety of cycle training ie Learning to Ride/Cycle Plus/1-1 training	BMBC	B	G	G	G	G							
STTY	BTY02	Barnsley Cycling Package	Cycleboost	Bike servicing & repairs, bike maintenances, free Dr bike services and an extension to the Bike leasing scheme. To promote and encourage leisure cycling.	BMBC	B	G	G	G	G							
STTY	BTY03	Cycle Initiative Grants	Travel Choices	Offer secure cycle parking to businesses and schools. Also grants to facilities to encourage cycling to work/ school.	BMBC	B	G	G	G	A							
STTY	BTY04	Dr Bike	Cycle Hubs	Borough Wide bike safety checks at key locations/workplaces.	BMBC	B	G	G	G	G							
STTY	BTY05	South Yorkshire ECO Stars Fleet Recognition Scheme	ECOSTars	ECO Stars engages with commercial vehicle operators at a local level, with the specific aim of assisting and encouraging them to reduce the negative impact of their activities on air quality.	BMBC	B-D-R-S	G	G	G	G							
STTY	BTY06	Barnsley Walking Package	Walking Activity	Trek Active - supporting walking during commutes and in leisure time; promoting sustainable travel choices and reducing car reliance.	BMBC	B	G	G	G	A							
STTY	DTY01	Cycle Training	Cycleboost	Adult/Group and family cycle training including Learn to Ride sessions	DMBC	D	G	G	G	G							
STTY	DTY02	Doncaster Cycling Package	Cycleboost	Bring together activities within 2 bike hubs. One providing a town centre location with indoor secure cycle parkin and an additional hub based at Doncaster Rovers with training, Dr Bike etc. Also provide access to the cycling offer with satellite contact hubs at Leisure Centres across the district.	BMBC	D	G	G	G	G							
STTY	DTY03	Dr Bike	Cycle Hubs	Borough Wide bike safety checks at key locations/workplaces - expanding the existing service into the wider community and covering a greater number of workplaces pa	DMBC	D	G	G	G	G							
STTY	DTY04	Cycle Initiative Grants	Travel Choices	This project would offer secure and where required covered cycle parking to businesses and schools. The project would also offer grants towards other facilities to encourage cycling to work/ school such as lockers or showers.	DMBC	D	G	G	G	G							
STTY	DTY05	Bike B - South Yorkshire	Cycleboost	Continuation of the work to increase the amount of young people cycling to school and cycling in general through a variety of initiatives.	DMBC	B-D-R-S	G	G	G	G							
STTY	DTY06	Doncaster Walking Festival	Walking Activity	Promotion and support of the Doncaster Walking Festival and the Walking for Health Promotion. Leaflets/publicity material and advertising in the local press.	DMBC	D	G	G	G	G							
STTY	PTY01	Wheels 2 Work	Wheels to Work	Wheels 2 Work provides a simple transport solution for people wanting to take up work or training opportunities where public transport is not a viable option.	DMBC	B-D-R-S	G	G	G	G							
STTY	PTY02	Business to Business Team (previously Busboost and ITT)	Events and Promotion	Travel advice to businesses.	DMBC	B-D-R-S	G	G	G	G							

Programme	Scheme Ref	Scheme Title	Investment Theme	Scheme Description	Lead Partner	Area	RAG Summary				2016-17 Total Allocation (as at 30/6/16)	2017-18 Total Allocation	2018-19 Total Allocation	2016-17 Current Spend	Q2 Planned Claims	Q3 Planned Claims	Q4 Planned Claims
							Risk	Delivery	Spend	Outputs/Outcom							
STTY	PTY03	Marketing and Communication	Events and Promotion	Provide marketing support for all funded schemes providing a joined up approach across the region to enable customers to easily learn and access all funded schemes.	SYPT	B-D-R-S	G	G	G	G				£64,991.00	£54,407.00	£54,407.00	
STTY	RTY01	Rotherham Mobile Cycle HUB	Cycle Hubs	Free Electric and Pedal bike hire	SYPT	R	G	G	G	G				£15,000.00	£50,000.00	£65,000.00	
STTY	RTY02	Cycling Promotion Events	Events and Promotion	Promote and encourage cycling - two family cycle events are proposed to be held in public areas such as town centres and parks.	SYPT	R	G	G	G	G				£0.00	£20,000.00	£10,000.00	
STTY	RTY03	Cycle initiatives Grant	Travel Choices	A grant fund open to local communities and businesses to support cycling measures	RMBC	R	G	G	G	G				£30,000.00	£20,000.00	£0.00	
STTY	RTY04	Local Walking Route Improvements	Walking Activity	Interventions to improve access for pedestrians to work, local shops and local centres. Includes removing overgrown vegetation along walking routes, improving footway surfaces and improving crossing points.	RMBC	R	G	G	G	G				£0.00	£20,000.00	£20,000.00	
STTY	SRTY01	South Yorkshire Cycle Safety Programme of Activity	Events and Promotion	Delivery of hi vis accessories for pedestrians and cyclists to improve visibility of vulnerable road users.	RMBC	B-D-R-S	A	A	A	A				£20,000.00	£30,000.00	£0.00	
STTY	STY01	Cycleboost	Cycleboost	Funding continuation of Barnsley Interchange Cycle Hub. Hub provides a town centre location indoor secure cycle parking. Offers bike servicing & repairs, bike maintenances, free Dr bike services and an extension to the bike leasing scheme.	RMBC	S	A	G	G	A		£5,280.00		£35,000.00	£80,000.00	£54,000.00	
STTY	STY02	Bike Hubs	Cycle Hubs	City centre location for bike storage, maintenance, repairs, changing facilities, expert advice on all aspects of cycling, small scale sales, bike hire short and long term	SRP	S	A	A	A	A			£0.00	£10,000.00	£35,000.00	£5,000.00	
STTY	STY03	Bike Hire	Cycleboost	Expanding UoS proposals into city centre, collegiate and Kelham Island, linking student residences with each other and transport hubs including city cycle hub	SCC	S	G	G	G	G			£0.00	£0.00	£20,000.00	£0.00	
STTY	STY04	Cycle initiatives Grant	Travel Choices	A grant fund open to local communities and businesses to support cycling measures	SCC	S	A	G	A	A			£0.00	£10,000.00	£20,000.00	£20,000.00	
STTY	STY05	Events	Events and Promotion	Mass participation event and led rides to encourage leisure cycling, and to raise the profile of cycling	SCC	S	G	G	G	G			£3,000.00	£43,000.00	£0.00	£12,000.00	
STTY	STY06	Modeshift STARS	Walking Activity	The introduction and participation in the national sustainable and active travel to school accreditation scheme - STARS.	SCC	B-D-R-S	G	G	G	G			£0.00	£25,000.00	£20,000.00	£25,000.00	
STTY	STY07	Independent Travel Training	Independent Travel Training	Offering a personalised travel solution for young people who are currently or expected to access home to school transport. The training is to all educational settings which include special schools, colleges and mainstream settings.	SCC	S	G	G	G	G			£0.00	£50,000.00	£46,000.00	£49,468.00	
STTY	STY08	Walking to School Initiative	Walking Activity	The project will be based at Primary Schools in areas where emissions and congestion at key times (Drop off and Pick up) are high. The project will encourage parents, carers to walk to and from school and raise the awareness of the benefits to walking.	SCC	S	G	G	G	A			£1,767.00	£9,584.00	£14,050.00	£12,599.00	
STTY	STY09	Cycling Co-ordination	Active Travel	Appointment of an officer to co-ordinate South Yorkshire's cycling activity, enhancing our ability to operate as a single region and respond to all funding and engagement opportunities.	SCC	B-D-R-S	G	G	G	G				£5,000.00	£10,000.00	£22,000.00	
STTY	STY10	Public Rights of Way	Walking Activity	SCC's Public Rights of Way (PROW) Improvement Plan - maintaining and improving bridges, gates and stiles, signing and way marking etc.	SCC	S	G	G	G	G							
STTY	STY11	Sheffield Walking Package	Walking Activity	Three projects, Walking with Purpose, Walking Festival & Outdoor City Walking Routes	SCC	S	A	G	G	A				£11,800.00	£13,300.00	£11,067.00	
STTY	CTY01	Programme Monitoring and Evaluation	Active Travel	Support for the monitoring commitments against current projects and development of a structured monitoring plan to lead into delivery of STAF.	SYLTP	B-D-R-S	G	G	G	G					£10,000.00	£15,000.00	
STTY	CTY02	Risk Mitigation	Active Travel	Holding scheme to provide funding for use against emerging risks and issues which can not be covered through existing project allocations.	SYLTP	B-D-R-S	-	-	-	-							