

## Appendix 4

### South Yorkshire Transport Capital Programme

The South Yorkshire transport capital programme comprises the capital programme of the MCA, SYPTE and the programmes managed centrally by the LTP team.

The outturn against the approved programme is summarised below:

Programme	Managing Agent	annual allocation	roll forward from 2017/18	total budget	Outturn	Variance
		£'000	£'000	£'000	£'000	£'000
SYPTE	SYPTE	£24,259	£0	£24,259	£21,727	-£2,532
Highways Capital Maintenance	SY partners	£11,791	£0	£11,791	£10,342	-£1,449
National Pothole Fund	SY partners	£1,365	£0	£1,365	£1,365	£0
Integrated Transport Block	LTP team	£8,428	£1,510	£9,938	£7,818	-£2,120
BDR Pot	Barnsley, Doncaster & Rotherham	£3,500	£0	£3,500	£421	-£3,079
Low Emission Buses	SYPTE	£0	£1,293	£1,293	£0	-£1,293
Mass Transit	SCR Executive	£0	£200	£200	£73	-£127
Transforming Cities Fund	SY partners	£0	£0	£0	£0	£0
		<b>£49,343</b>	<b>£3,003</b>	<b>£52,346</b>	<b>£41,746</b>	<b>-£10,600</b>

The underspends on Highways Capital Maintenance (£1.449m), Integrated Transport Block (£2.120m), Low Emission Buses (£1.293m) and Mass Transit OBC (£0.127m) are all being held in the MCA's balance sheet as capital grant received in advance.

#### SYPTE

The main items of capital investment in the 2018/19 financial year (excluding ITB) were as follows:

- Tram Train £3.439m
- Rotherham Interchange £12.016m
- Re-railing £5.345m
- Mass transit OBC £0.260m
- Better Bus Area £0.666m

Tram train was completed and brought into operation in 2018/19. The spend is broadly in line with budget and funded wholly by DfT grant. DfT have agreed to continue to support the tram train in its first two years of operation.

The refurbishment of Rotherham Interchange is being completed in 3 stages. The first stage was completed in March 2019 with the reopening of platforms A & B. The remaining platform and car park is

being re-opened early in 2019/20. The spend in year is c. £0.350m above the budget of £11.666m. The £11.666m has been funded by the MCA with the excess coming from the PTE's internal resources. Funding is in place to finalise the scheme and bring it fully into operation.

The spend on re-railing is c. £1.1m less than originally budgeted for. The reduction in spend in year has reduced the need to draw upon capital receipts. These will now be used to part fund phase 2 of the rail replacement programme in 2019/20.

The expenditure on producing the Mass Transit OBC is c. £0.4m less than budget. Unused DfT funding of £0.125m is being carried forward to support the production of the Outline Business Case (OBC) ready for submission later this year. The SCR also holds £0.127m of DfT funding which is being carried forward to run the transport model in support of the economic appraisal.

Better Bus Area (BBA) – underspends on BBA are being carried forward to 2019/20 to be invested in bus reliability and punctuality improvements in Sheffield.

### Highways Capital Maintenance and National Pothole Funding

The budget for the year of £11.791m represents the annual allocation from DfT for which the SCR/MCA is accountable. It does not therefore include the £1.067m being carried forward in aggregate by partners at the end of 2017/18 (£0.719m Highways Capitalised Maintenance and £0.348m National Pothole Funding), nor, does it include the additional highways capital funding announced in the Autumn 2018 budget of £5.572m (Barnsley £1.683m, Doncaster £2.239m and Rotherham £1.650m) awarded directly to each of the 3 authorities concerned.

The underspend of £1.449m represents the amount that is being carried forward by the MCA which has yet to be claimed by partner authorities. The overall underspend including unapplied grant held by partner authorities is £3.137m. This underspend has arisen due to the need to prioritise the additional highways capital funding announced in the 2018 Autumn Statement in 2018/19.

Partner authorities have programmes of work in place for 2019/20 that includes using the underspend carried forward from 2018/19 as well as the 2019/20 allocation.

### Integrated Transport Block

The overall underspend on the Integrated Transport block (ITB) is £2.120m. In addition, SYPTE hold £1.4m of unapplied ITB in their own balance sheet.

The use of the underspend will be reassessed as part of a review into how ITB can be used to maximise support on delivering the transport strategy and mayoral priorities. Detailed proposals on the use of the underspend will be brought to the MCA in due course.

### BDR pot

As approved by the MCA at its meeting on 29 January 2019, significant changes have been made to the timing and schemes to be funded from the BDR Pot since its establishment was approved by the MCA on 9 March 2018.

Under the revised profile, only £807k was profiled to be spent in 2018/19 (£532k Rotherham and £275k Doncaster). In the event, only £421k has been accrued representing two claims submitted by Rotherham following the signing of revised funding agreements prepared subsequent to the meeting on 29 January.

### Low Emission Buses

The payment of funding to bus operators for fitting equipment which limits emissions has been held up pending DfT conditions being fulfilled. Progress has been made in this regard since the year end and a first payment has now been made early in 2019/20.

### Transforming Cities Fund

The MCA received £4.244m of Transforming Cities Fund at the end of March 2019. This is being held in the MCA's balance sheet as capital grant received in advance.

The breakdown of the allocation is as follows: £2m for the Sheffield Package of Cycling Infrastructure Improvements, £1.264m for the River Don Corridor Active Travel Package, and £0.980m for the Rotherham Town Centre Active Travel Package