

## South Yorkshire Transport Capital Programme

The South Yorkshire Transport Capital Programme comprises the capital programmes of the MCA, SYPTE and the programmes managed centrally by the LTP team.

The latest position including how it is being financed is summarised in the table below.

2019/20 approved Programme					
Programme	Managing Agent	Budget as originally approved	Current budget	Forecast Outturn	Variance
		£'000	£'000	£'000	£'000
Highways Capital Maintenance	SY partners	£11,791	£13,668	£13,668	£0
SYPTE (excluding ITB)	SYPTE	£8,754	£10,326	£10,326	£0
Integrated Transport Block	LTP team	£8,428	£9,834	£9,619	-£215
Transforming Cities Fund	SCR Executive	£0	£4,244	£4,244	£0
BDR Transport Capital Pot	SCR Executive	£2,693	£3,079	£2,036	-£1,043
Low Emission Buses	SCR Executive	£0	£1,293	£1,293	£0
National Pothole Fund	SY Partners	£0	£723	£723	£0
Mass Transit	SCR Executive	£0	£127	£127	£0
		<b>£31,666</b>	<b>£43,294</b>	<b>£42,036</b>	<b>-£1,258</b>

	£'000
DfT capital grant	33,345
Other contributions	1,508
Capital receipts	1,464
Borrowing	5,719
	<b>42,036</b>

### Highways capital maintenance and National Pothole funding

The overall amount of local roads funding held by the MCA is £14.391m (Highways Capital Maintenance of £13.668m and National Pothole funding of £0.723m).

A further £1.688m of grant distributed by the MCA to delivery partners in 2018/19 is being carried forward into 2019/20 within the accounts of the partners concerned.

This means that the overall level of local roads funding for which the SCR is ultimately accountable in 2019/20 is £16.079m (unchanged from Q2).

The forecast outturn position at P8 is as reported in Q2. This is because the LTP team who oversee the programme had not yet completed the process of collating and validating Q3 returns from delivery partners at the time of the writing of this report.

## SYPTE

The overall SYPTE capital programme (excluding ITB) at Q2 was £10.352m.

The overall programme at P8 has changed only marginally at £10.326m.

The current forecast is that the programme as revised at P8 will be spent in full although there is a risk that the tram / train allocation will not be spent in full in year. An update will be reported to SYPTE's Management Board early in 2020. However, DfT have agreed to fund the actual outturn cost of the pilot to October 2020, so there is no risk to funding.

## Integrated Transport Block

The original budget for the ITB programme as a whole was £10.548m comprising the current year allocation of £8.428m and carry forward of underspend from 2018/19 of £2.120m.

Following a review of the ITB programme commissioned by the Transport Executive Board and presented to Transport Board on 25 October 2019, Transport Board agreed to several schemes being deferred into 2020/21. Accordingly, the ITB budget for 2019/20 has been revised downwards by the aggregate value of the deferred schemes of £0.714m. The revised budget for 2019/20 now stands at £9.834m.

A summary of the revised allocations by delivery partner is provided in the table below.

	Funding available
	£'000
Barnsley	938
Doncaster	1,833
Rotherham	1,296
Sheffield	3,082
SYPTE	2,337
Countywide	348
	<b>9,834</b>

The forecast outturn position at P8 against the revised budget is an underspend of £0.215m. This is based on the Q2 position, as the LTP team who oversee the programme had not yet completed the process of collating and validating Q3 returns from delivery partners at the time of the writing of this report. The Transport Board at its meeting on 25 October 2019 requested that specific proposals be developed for further consideration on how the £215k should be spent. No decision has yet been made. An update on the projected year-end position is due to be presented to Strategic Transport Group in January 2020.

## Transforming Cities Fund (Tranche 1)

The MCA received £4.244m of Transforming Cities Funding at the end of March 2019. This allocation was in respect of the following schemes, all of which are to be delivered by the end of 2019/20:

- £2m Sheffield Package of Cycling Infrastructure improvements
- £1.264m River Don Corridor Active Travel Package
- £0.980m Rotherham Town Centre Active Travel Package

Funding agreements are now in place for each of the above. Of the 11 active travel projects that have been signed, 1 is complete, 1 is on target and 9 are delayed in the commencement of works. 3 out of the 9 delayed projects are considered high risk and may not be completed by 31 March 2020. The change control process is underway for the 3 high risk projects and DfT are being consulted accordingly.

#### BDR transport capital pot

The BDR transport capital pot is being used to fund a package of schemes in Barnsley, Doncaster and Rotherham.

Rotherham and Doncaster have advised that they expect to spend their allocations in full in 2019/20.

As previously reported, Barnsley are using their £1.043m allocation as an additional contribution to the overall funding package for the M1 Junction 37 Phase 1 Highway Improvement Scheme. Due to slippage, this scheme is now scheduled to be completed in 2020/21. Accordingly, a budget variation has been requested in para 2.5 for this funding to be transferred to 2020/21.

#### Low Emission Buses

The requirements for paying out this grant have now been met. The Grant of £1.293m is now also paid out in full.