

28th January 2019

South Yorkshire Transport Revenue Budget & Capital Programme 2019/20

Purpose

This paper presents final proposals for the South Yorkshire Transport Revenue Budget and Capital Programme for financial year 2019/20.

The revenue budget provides the resources for the South Yorkshire Passenger Transport Executive to deliver the South Yorkshire Transport Plan, and is resourced itself through a levy on the South Yorkshire partners.

To meet statutory deadlines, the transport levy must be set at this meeting. The South Yorkshire Transport capital programme is also being presented for approval as part of this report. The MCA/LEP revenue budget and LGF capital programme will be presented to the MCA Board for approval in March.

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

This paper is available under the Combined Authority's publication scheme.

Recommendations

Members are asked to:

- Approve the 2019/20 Transport Levy at £54.365m, noting that this represents a 2.5% reduction on the financial year 2018/19;
- Approve the 2019/20 South Yorkshire Revenue Budget with net expenditure of £60.440m;
- Approve the 2019/20 South Yorkshire Capital Programme with planned expenditure of £31.776m

1. Introduction

1.1 This paper provides final proposals for the South Yorkshire Transport revenue budget and capital programme for 2019/20. The draft proposals were endorsed by the South Yorkshire Passenger Transport Executive (SYPTe) Executive Board on 17 December 2018.

1.2 The activity funded by this money supports the delivery of the South Yorkshire Transport Plan (SYTP).

- 1.3** The revenue budget comprises the running costs of SYPTE - who are an executive arm of the Mayoral Combined Authority (MCA) - and those costs relating to the SYTP that are managed at the MCA level itself.
- 1.4** The South Yorkshire transport capital programme includes projects managed by SYPTE, as well as programmes commissioned by the MCA and/or funded through central government grant passported straight through to local authority partners. It is important to note that there are no proposals within the 2019/20 capital programme that will have an impact on the revenue budget due to the costs of borrowing required to fund such schemes.
- 1.5** It is also worth noting that this report makes no assumptions about the outcome of the submission of the Mass Transit Outline Business Case (OBC), currently scheduled for June 2019. If the submission were to be approved by the Department for Transport (DfT), it is unlikely that the cost of programme entry would fall in 2019/20. There is sufficient funding held in reserves to cover such costs. Approval to spend this funding would be brought back to the MCA.
- 1.6** In preparing the proposed revenue budget and capital programme, senior officers of the MCA and SYPTE have consulted with Leaders, Chief Executives, Executive Directors, Directors of Finance and senior transport officers from all of the four constituent member authorities at various stages throughout the 2019/20 budget-setting process, including but not limited to:
- Directors of Finance meeting on 22nd May 2018 – to reaffirm levy reduction parameters previously approved by the MCA in January 2017 as part of MTFS;
 - Task & finish group in July 2018 comprising senior finance officers from each constituent member authority;
 - Peer review of draft revenue budget involving senior finance officers from Doncaster Borough Council, started in November 2018 and ongoing (to assist with 2020/21 business planning and MTFS development);
 - South Yorkshire Transport Delivery Group (SYTDG) on 7th November 2018;
 - Strategic Transport Group (STG) on 16th November 2018;
 - Budget engagement sessions from late November to mid December 2018 with each of the 4 South Yorkshire Leaders and Chief Executives;
 - SYPTE Executive Board on 17th December 2018;
 - Mayor's budget workshop on 11th January 2019, and;
 - SYTDG on 15th January 2019.

2. Proposal and justification

South Yorkshire Transport Revenue Budget

- 2.1** As part of the 2017/18 South Yorkshire Transport revenue budget and medium term financial strategy presented in January 2017, levy reductions of 2.5%, 2.5% and 2% per annum respectively for 2018-21 were approved. Therefore, for financial year 2019/20 the proposed levy reduction is £1.4m, equivalent to 2.5% reduction on the 2018/19 levy.
- 2.2** The MCA and SYPTE have identified net cost savings and mitigations that will allow the levy to be reduced as above, i.e. by 2.5% (£1.394m) in 2019/20. This has been achieved through efficiencies, demand reductions, and use of reserves. Policy-led savings are not required to meet this value.
- 2.3** For 2019/20 the transport levy is proposed at £54.365m, broken down by authority as shown in the table below.

			Levy	Levy	
Authority	Population*	Population Share	2019/20	2018/19	Variance
		%	£'000	£'000	£'000
BMBC	243,341	17.46%	£9,494	£9,711	-£218
DMBC	308,940	22.17%	£12,053	£12,335	-£282
RMBC	263,375	18.90%	£10,275	£10,545	-£270
SCC	577,789	41.46%	£22,542	£23,166	-£624
	1,393,445		£54,365	£55,759	-£1,394

*Population figures are taken from 2017 mid-year figures from the Office for National Statistics.

2.4 The table below shows the planned transport levy reductions over the medium term.

	2018/19	2019/20	2020/21
	£'000	£'000	£'000
Levy Requirement	£55,759	£54,365	£53,277
Reduction (£)	£1,724	£1,394	£1,087
Reduction (%)	3.0%	2.50%	2.0%

2.5 If the proposed levy reductions were to be approved for 2019/20 and 2020/21, savings would accrue as follows to each of the four South Yorkshire districts:

2.6

		Population Share	Cumulative Levy Reduction Share	
Authority	Population		2019/20	2020/21
		%	£'000	£'000
BMBC	243,341	17.46%	£218	£407
DMBC	308,940	22.17%	£282	£523
RMBC	263,375	18.90%	£270	£475
SCC	577,789	41.46%	£624	£1,075
	1,393,445		£1,394	£2,481

2.7 A more detailed breakdown of the proposed South Yorkshire transport revenue budget for 2018/19 is shown in **Appendix 1**.

South Yorkshire Transport Capital Programme

2.8 It is proposed to invest £31.8m in the South Yorkshire transport capital programme in 2019/20, as summarised in the table overleaf.

2.9	Capital Expenditure	2018/19	2019/20
		Forecast	Budget
		£'000	£'000
	South Yorkshire Transport Programmes:		
	SYLTE Programme	£24,259	£8,754
	Highways Capital Maintenance	£11,791	£11,901
	Integrated Transport Block	£9,938	£8,428
	BDR Transport Capital Pot	£807	£2,693
	Pothole Fund	£2,045	£0
	Low Emission Buses	£1,320	£0
	Mass transit (SCR)	£200	£0
	Transforming Cities Fund	£0	£0
		£52,009	£31,776

2.10 The South Yorkshire transport capital programme is limited geographically to the area covered by the four constituent member authorities and also funds programme activity undertaken by SYLTE. The programme largely comprises:

- SYLTE's capital programme (covering both small and large scale projects)
- Highways Capital Maintenance (HCM) grant which is passported from the MCA to local partners
- Integrated Transport Block (ITB) grant which funds the Local Transport Plan coordinated by the Local Transport Partnership (LTP) team.

2.11 Occasionally the MCA will either receive capital grants on an ad hoc basis from central government (for instance the Pothole Action Fund), or it will take the lead on behalf of the region in competitive bids for funding, for example the recent Transforming Cities Fund Phase 2a. The MCA expects to hear in February 2019 whether it has been successful in its bid; for the purposes of this report, the value of the TCF programme is assumed as £nil.

2.12 The funding for the South Yorkshire capital programme predominantly comes from central government grants (HCM and ITB total £20m), but as shown in the following table the funding mix also includes borrowing for two major schemes managed by SYLTE (Rotherham Interchange and Supertram Re-railing Phase 2) and the BDR Transport Capital Pot (the 'BDR' pot – see paragraph 2.18). When assessing the borrowing requirement, finance officers have had regard to the Prudential Code and built assumptions around capital financing costs into the South Yorkshire transport revenue budget.

2.13	Funding source	£'000	£'000
		Grants and contributions:	
	Highways Capital Maintenance	£11,901	
	Integrated Transport Block	£8,428	
	Tram Train	£2,411	
	Total grants and contributions		£22,740
	Borrowing		£9,036
	Total		£31,776

Borrowing is being used to fund the following schemes which were approved as part of the 2018/19 capital programme:

- Rotherham Interchange;
- Supertram Re-railing Phase 2;
- BDR pot

2.14 SYPTE

SYPTE's capital programme for 2019/20 was formally endorsed in December 2017 by its Executive Board. A breakdown of each project within the proposed programme is shown in **Appendix 3**.

2.15 Excluding its proposed share of ITB grant, SYPTE's capital programme accounts for 28% of the total South Yorkshire transport capital programme in 2019/20. Around three quarters of SYPTE's capital programme relates to schemes which are fully committed, either because they are already underway (for instance the Tram/Train pilot, Rotherham Interchange and Supertram Re-railing Phase 2) or due to a contractual or other legal obligation (for example Mayfield Court).

2.16 Highways Capital Maintenance

This element accounts for 37% of the overall programme, and it is proposed to split the indicative allocation of funding (£11.9m) as per the current arrangements. In other words, the grant from the Department for Transport (DfT) will be passported to Barnsley, Doncaster and Rotherham. Sheffield does not receive an allocation because of its Streets Ahead programme which is part-funded by PFI credits from central government.

A breakdown of each project within the proposed HCM programme is shown in **Appendix 4**.

In previous years, HCM has been supplemented by additional grants such as Pothole Funding; currently there are no known supplementary grants for 2019/20. The late award of significant additional Pothole Funding, which came out of the Chancellor's Autumn Budget 2018, is expected to result in unspent HCM funding being carried forward into 2019/20. As reported in the Q3 2018/19 budget monitoring report to the MCA, slippage of around £1.8m is anticipated in this programme in 2018/19. However, as this estimate is deemed to be too uncertain at this stage, 2018/19 slippage has been disregarded from the proposed 2019/20 budget.

2.17 ITB

This element accounts for 27% of the overall programme, and is to be used by the four local authorities and SYPTE to deliver schemes which satisfy local transport needs and priorities. It is delivered as a single fund and not disaggregated into five individual pots; this enables the funding to be flexibly deployed to meet fluctuating needs and to provide the best investment for the region. However, to facilitate the initial development of the programme, partners are given approximate values to work towards, using population estimates as part of the methodology.

Each partner then develops and submits a provisional programme in line with its local priorities and the LTP team then review this against regional strategic priorities, including the Mayor's SCR Transport Strategy. If any of these priorities are revised prior to adoption, the relevant areas of the ITB programme will be re-assessed.

A breakdown of the proposed ITB programme is shown in **Appendix 5**.

It is expected that there will be some slippage in the 2018/19 programme. The latest estimate is that it may be in the region of £0.8m. However, as with HCM above, as this estimate is deemed to be too uncertain at this stage, 2018/19 slippage has been disregarded from the proposed 2019/20 budget.

2.18 Barnsley, Doncaster & Rotherham (BDR) transport capital pot

This element was introduced as a new, one-off component of the South Yorkshire transport capital programme in 2018/19 and accounts for 8% of the overall programme. The total value of the pot is £3.5m, financed through prudential borrowing, and has been split across Barnsley, Doncaster and Rotherham according to their population estimates. The proposed value of the programme in 2019/20 represents the forecast slippage in 2018/19, further details of which can be found in the Q3 2018/19 budget monitoring report.

3. Consideration of alternative approaches

- 3.1** Do nothing – this is not an option due to the statutory requirement to set a revenue budget and capital programme in advance of the forthcoming year, and in accordance with the MCA's own financial regulations.

4. Implications

Financial

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

Legal

- 4.2** In setting the South Yorkshire Transport Revenue Budget for 2019/20, the MCA must have regard to the Transport Levying Bodies Regulations 1992. In particular, it must ensure that the transport levy for the forthcoming financial year is agreed by 15th February in order to allow sufficient time for the constituent authorities to set their council tax levels by early March.

Equality, Diversity and Social Inclusion

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

Risk Management

- 4.4** In formulating the assumptions which underpin the proposed revenue budget and capital programme, officers have taken a prudent approach in order to mitigate all known risks.

Further details about risks to the South Yorkshire Transport revenue budget (for example loss of income, pay and price inflation, demand-led pressures, etc.) can be found in section 2 (Budget Assumptions) of **Appendix 1**.

The MCA group's reserves strategy, which outlines this approach in more detail, will be presented to the MCA alongside the 2019/20 MCA/LEP revenue budget and LGF capital programme reports at the next meeting on 25th March 2019.

5. Communications

- 5.1** On the basis that there are no policy changes in terms of services or offer to residents or businesses as a result of the recommendations being considered for approval, there are no direct communications arising from the recommendations.

6. Appendices/Annexes

- 6.1** **Appendix 1** – South Yorkshire Transport Revenue Budget: background & assumptions
Appendix 2 – South Yorkshire Transport Revenue Budget: breakdown of expenditure
Appendix 3 – SYPTE capital programme 2019/20
Appendix 4 – Highways Capital Maintenance capital programme 2019/20
Appendix 5 – Integrated Transport Block capital programme 2019/20

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

1. South Yorkshire Transport Revenue Budget - Background Information

- 1.1** This section of the report presents the background to the proposed South Yorkshire Transport Revenue Budget (comprising the net expenditure of SYPTE and the transport related costs managed directly by the Mayoral Combined Authority), and the challenge of making sufficient budget savings to support the four South Yorkshire local authorities who are also facing significant financial pressures, without compromising service delivery.

The Transport Levy Budget Challenge

- 1.2** The principal funding source for this budget is the annually agreed Transport Levy on the four South Yorkshire Local Authorities. In presenting budget proposals, SYPTE and the MCA must therefore be mindful of the financial pressures faced by the partner Authorities.
- 1.3** As partner budgets have come under increasing pressure, the Levy has been reduced. Since April 2010, the annual Levy has fallen by £38.9m (41%) from £94.7m in financial year 2010/11 to £55.8m for financial year 2018/19. This has generated total savings of some £166.2m. To achieve these Levy reductions, SYPTE has cut costs and is now a smaller organisation in both scale and scope of activity.
- 1.4** The achievement of Levy reductions has also been assisted by the use of reserves to enable sustainable reductions over the medium-term as the PTE's underlying cost base reduces, particularly due to the reduction in debt related costs as loans are repaid.
- 1.5** As part of the 2017/18 South Yorkshire Transport Revenue Budget and Medium Term Financial Strategy (MTFS) approved by the Combined Authority in January 2017, further Levy reductions of 2.5%, 2.5% and 2% per annum were agreed for 2018/19, 2019/20 and 2020/21 respectively.

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

- 1.6** For the 2018/19 financial year, SYPTE total budgeted expenditure of £59.42m is being supported by the use of £5.127m from reserves, which after accounting for MCA net expenditure, resulted in a Transport Levy of £55.759m, delivering a £1.7m (3%) year on year saving.
- 1.7** Current out-turn forecast is for a further £0.6m budgetary saving to be generated in 2018/19. This has largely resulted from: (a) reduced expenditure on tendered bus services as contracts have been renewed on better than forecast terms, and from; (b) the release of a provision for VAT charges that is no longer required as the matter has been resolved in SYPTE's favour.

- 1.8 Possible opportunities for utilising this resource have been discussed initially at the Mayor's budget workshop on 11th January 2019, and will be consulted on in more detail with Leaders during Q4 as the year-end position becomes clearer.

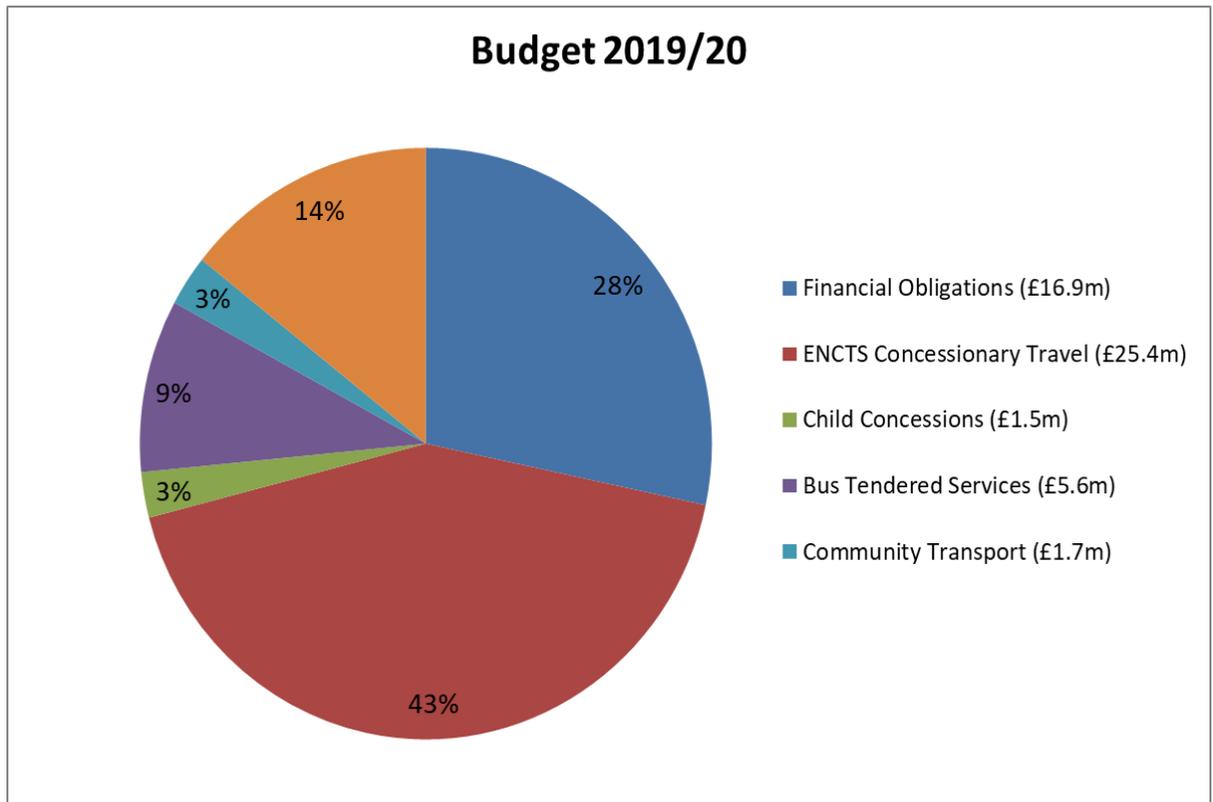
Meeting the budget challenge

- 1.9 Applying the approved 2.5% reduction in the Levy gives a target figure for 2019/20 of £54.365m. The table below analyses this and the year on year reduction by Local Authority:

Authority	Population Share %	Transport Levy		
		2019/20	2018/19	Reduction
		£'000	£'000	£'000
BMBC	17.42%	£9,470	£9,712	-£242
DMBC	22.12%	£12,026	£12,335	-£309
RMBC	18.91%	£10,280	£10,545	-£265
SCC	41.55%	£22,589	£23,167	-£578
		£54,365	£55,759	-£1,394

- 1.10 Over 70% of SYPTe's expenditure relates to mandatory and financial obligations including the English National Concessionary Travel Scheme (ENCTS), which provides concessionary travel for people of state pension age and eligible disabled persons. The rules of the scheme are set nationally, but the cost is inevitably driven by demand. In recent years the cost of this activity has fallen as patronage, in part influenced by state pension age equalisation, has reduced. This trend is however slowing and the budget for 2019/20 and beyond is under pressure from increases in average fares leading to an increase in reimbursement rates which are no longer covered by the decline in the volume of journeys.
- 1.11 Similarly, the discretionary concession for children is under pressure from fare inflation, which with the notified child fare fixed at 80p per journey, means that SYPTe is funding a growing proportion of the total cost.
- 1.12 Department for Transport funding for heavy rail related activity (currently £1.2m p.a.) is under threat as DfT review their own budgets. Although some savings in direct costs would accrue as a result of withdrawal, this creates further budgetary pressure due to the contribution it makes to overall SYPTe resources.
- 1.13 In addition, the contractor which provides the on-street advertising has given notice to terminate their agreement. This activity is budgeted to provide income of £900k in the current year but the expiry of the notice period in 2019/20 is currently assumed to impact on future income levels.
- 1.14 The proposed 2019/20 Revenue Budget has total SYPTe expenditure of £59.736m illustrated in the chart below:

1.15



1.16 After accounting for MCA transport related expenditure of £3.092m and further support from reserves in line with the approved MTFs, the resulting Transport Levy for 2019/20 is proposed at £54.365m, which achieves the required 2.5% reduction.

1.17 A summary of the proposed 2019/20 Budget compared to prior year and the current year budget is provided in **Appendix 2**.

2. Budget Assumptions

2.1 The following section provides an overview of the specific areas of expenditure within the SYPTE Budget for 2019/20:

2.2 Payroll

As in previous years, the gross payroll budget includes all current staff and vacant posts costed for the entire year. It has been assumed that, in line with the local government pay settlement, all staff will receive a 2% cost of living increase and any spinal point increases as required. However, year on year reductions in the establishment result in these pressures being absorbed without an overall increase in payroll budgets. The assumed level of savings from vacancy management against this budget has not changed from 2018/19, remaining at £250k for 2019/20.

2.3 Rotherham Interchange

It has been assumed that the Rotherham Interchange will re-open towards the end of April 2019. Income from rent, turnstiles and car parking have been included in the budget for 2019/20 assuming the interchange is fully operational from May 2019. This yields a saving to the budget of £120k. In addition, departure charges will be reinstated for operators using the interchange bringing a further saving of £297k for the 2019/20 budget onwards.

2.4 Inflation

For significant contracts, inflation has been assumed at 2.5%, which equates to a cost pressure of £104k.

2.5 Concessions

Whilst SYPTE is constantly refining the model to better forecast the costs of concessionary travel, this process is complicated by the number of factors that impact on patronage. Some variables can be easily identified, including: entitlement (most notable of which is the change in the state pension age), changes in the network, and how passes are issued. Other factors, however, including the impact of social and economic factors (e.g. how people choose to shop) are more difficult to predict and model.

The most significant factor in forecasting the concessions budget remains elderly concessionary patronage. For 2018/19 this was forecast to reduce by 5.46% and the current returns are within 0.6% of that forecast. The continued decline in patronage is, however, no longer able to fully fund the inflationary increases in reimbursement rates leading to a net increase in cost of £506k for the 2019/20 budget.

In parallel with the patronage forecasts, negotiations have been taking place with operators to set their reimbursement rates. The most significant changes have taken place around the services formerly provided by Brightbus which ceased all provision in September 2017, leading to SYPTE 'buying back' services via different mechanisms. Brightbus withdrawing services has changed the child schools market, considerably impacting on the other operators' average fares and pushing up reimbursement rates. This has been offset by reductions in 'Zero fare' child patronage and the uptake of operator value for money products. The net result for SYPTE is that the child concessions budget has increased by £3k.

2.6 Bus Tendered Services

As with the other significant contracts it has been assumed a contractual, inflationary increase of 2.5% will apply to all contracts for bus tendered services. As mentioned in paragraph 2.5 above, there are several services being purchased following the withdrawal of Brightbus and these have been included in the budget for 2019/20 onwards. This additional cost has been offset by savings on renewals.

The net result of these changes is a £97k saving against 2018/19 with minimal change to the customer offer.

2.7 Financial Obligations

Pensions are largely a known quantity as we are in the second year of the triennial funding agreement.

Depreciation has increased due to the revaluation of land and buildings at the end of 2017/18, but the excess is fully funded by the Revaluation Reserve.

For 2019/20 interest payments will reduce by £54k due to the repayment of loans in line with the MTFs. Opportunities for early repayment to yield further interest savings will continue to be assessed in line with the MCA's treasury management strategy, but none have presently been included in the proposed budget.

2.8 Operational Expenditure Not Included Elsewhere

SYPTE Finance officers worked with all budget holders to identify pressures and potential savings for 2019/20 for each of their operational areas. There are two main factors that have had an adverse impact on SYPTE's budget for 2019/20.

SYPTE, as part of its contribution towards the delivery of heavy rail in South Yorkshire, receives a Rail Administration Grant from the DfT. This was reduced for 2018/19 to £1.2m and is set to be further reduced for 2019/20. Although at this point the exact figure is unknown, forecasts suggest a reduction of c.£500k. To offset some of this, options have been outlined to reduce delivery at some rail sites. The net impact on the proposed budget is a £400k pressure.

In an effort to offset the running costs of on-street furniture (bus stops and shelters), SYPTE has a long-standing contract for advertising displays on some shelters. The company providing the advertising sought to reduce the payment being made and has since served notice on the contract, which will now expire in October 2019. The net reduction on SYPTE's income is assessed at £276k for 2019/20. Alternative options are now being explored to mitigate this risk.

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

After accounting for the two significant projected decreases in income noted above (£676k), the overall increase in Operational Expenditure is £48k.

Transport Revenue Budget	2017/18 Outturn £'000	2018/19 Approved Budget £'000	2019/20 Draft Budget £'000
<u>Mandatory Expenditure</u>			
Support for Concessionary Travel	25,033	25,132	25,438
<u>Financial Obligations</u>			
Debt Interest	13,445	10,851	10,797
Tram Access	1,125	1,500	1,500
Depreciation	1,686	1,977	2,389
Pensions	2,254	2,259	2,256
<u>Transport Operator Discretionary Expenditure</u>			
Discretionary Concessions	1,815	1,686	1,689
Departure Charges	(1,183)	(886)	(1,183)
Bus Tendered Services	5,595	5,746	5,649
Community Transport	1,657	1,657	1,657
<u>Operational departments</u>			
Customer Group	1,086	2,062	1,874
Interchanges & Sites	2,545	2,373	2,310
Infrastructure (On Street)	384	684	978
Planning & Support Departments	5,094	4,377	4,384
Total SYPTE Expenditure	60,536	59,420	59,736
Depreciation (matched by Grant release)	(3,038)	(1,977)	(1,977)
Excess depreciation over historic cost depreciation transferred from Revaluation Reserve	0	0	(412)
Revaluation losses	824		
Revenue financing of capital	518		
Grant from CA to PTE	58,840	57,443	57,347
Combined Authority operational Net Expenditure	321	324	328
MRP - existing	3,106	3,221	3,097
External interest	1,388	1,388	1,388
Investment income	(2,117)	(1,647)	(1,819)
Additional Capital Expenditure:			
Interest + MRP (Unfunded capital schemes)	0	157	98
Total MCA Expenditure	2,698	3,443	3,092
PTE & CA Base Cost	61,538	60,886	60,439
Levy reduction reserve	(2,190)	(5,127)	(6,076)
Use of earmarked reserves	(1,865)		
Transport Levy	57,483	55,758	54,363
		-3.0%	-2.5%

Use of reserves:Levy reduction reserve

Balance b/f	31,754	29,564	24,437
Planned use	(2,190)	(5,127)	(6,076)
Balance c/f	<u>29,564</u>	<u>24,437</u>	<u>18,361</u>

2019/20 SYPTE Capital Programme

V1.9 DRAFT 14 January 2019

Project Number	Project Name	FUNDING 2019/20		
		TOTAL	ITB	Other
Schemes with no Contractual Commitments at Present				
Transforming Cities - Schemes that could be part of the TCF bid; actual list not yet determined				
-	Preparation for Transforming Cities	£100,000	£100,000	£0
91790	Parkgate Major	£200,000	£200,000	£0
-	Sheffield Bus Box	£50,000	£50,000	£0
Bus Network Investment - To support bus partnerships				
-	Bus Lanes Review - Sheffield	£50,000	£50,000	£0
91938	Bus Lanes Review - Barnsley, Doncaster & Rotherham	£100,000	£100,000	£0
Rail Schemes				
	AfA Thorne North & Chapeltown	£50,000	£50,000	£0
Design Work for Future Years - Actual schemes not yet decided, list indicative only at this stage				
91897	Design Work for Future Years	£80,500	£80,500	£0
Others				
91716	Smart Ticketing	£200,000	£200,000	£0
91940	Electric Bus Study (completion of existing commission)	£23,000	£23,000	£0
Annual Programmes				
-	Shelter Programme	£50,000	£50,000	£0
-	CT Vehicle Replacement	£150,000	£150,000	£0
-	Wheels to Work	£70,000	£70,000	£0
91774	Programme Wide Costs	£394,000	£394,000	£0
Life Cycle Works				
-	Meadowhall Refurbishment	£150,000	£150,000	£0
-	Park & Ride - Refurbishment	£100,000	£100,000	£0
-	Car Park Equipment	£200,000	£200,000	£0
Committed Schemes				
91813	Tram Train	£2,411,487	£0	£2,411,487
91878	Rotherham Interchange Refurbishment	£1,196,486	£0	£1,196,486
91910	Supertram Rail Replacement	£5,146,565	£0	£5,146,565
91906	SCR Mass Transit OBC	£50,000	£50,000	£0
92466	Mayfield Court	£40,000	£40,000	£0
91801	BRT North	£40,000	£40,000	£0
		£10,852,038	£2,097,500	£8,754,538

2019-20 HCM Programme - Draft v2 January 11th 2019

Indicative Total HCM Allocation - £11.901m	2019/20 Draft Allocation (£m's)	Notes
BMBC - Indicative Total HCM Settlement	3.372	
Carriageway Resurfacing	1.686	
Principal Road Network	0.843	
Cycleways & Footways	0.304	
Bridges	0.472	
Street Lighting	0.067	
Pothole / Winter Damage	0.000	Pothole repair programme currently planned to be funded through other sources, not 19/20 HCM
	3.372	
DMBC - Indicative Total HCM Settlement	4.910	
Carriageway Resurfacing	2.073	Surface dressing, micro and other ancillary works/services
Principal Road Network	0.518	Resurfacing and surface dressing
Cycleways & Footways	0.500	Resurfacing and slurry
Bridges	0.850	
Street Lighting	0.081	
Pothole / Winter Damage	0.888	Patching type works & local area resurfacing
	4.910	
RMBC - Indicative Total HCM Settlement	3.619	
Carriageway Resurfacing	2.024	Includes principal road network
Cycleways & Footways	1.000	
Bridges	0.386	
Street Lighting	0.209	
Pothole / Winter Damage	0.000	Pothole repair programme currently planned to be funded through other sources, not 19/20 HCM
	3.619	
Total Programme	11.901	

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Partner	Assigned LTP Strategic Investment Theme	Project name	High level description	Strategic Goal Alignment	Mayoral Transport Vision - Commitment Alignment	Strategic Policy Alignment	Indicative allocation
BMBC	Active Travel	Safer Routes to school	Targeted improvements around primary schools, including existing active travel routes.	1,2	6,9,10	4,7,8	£147,203
BMBC	Active Travel	Royston to Smithies Lane Cycle route	Investigation into development of cycle route.	1,2	6,9	4,7,8	£250,000
DMBC	Active Travel	Cycling Infrastructure	A package of cycling infrastructure improvements across the borough (e.g. signage, surfacing, route enhancements, etc.), in order to improve cycling safety, increase accessibility and encourage an increase in cycling.	2,3	9,10	7,8,9,4	£178,548
DMBC	Active Travel	Cycle Parking	A package of cycling parking installations and improvements across the borough, in order to increase accessibility, increase bike security and encourage an increase in cycling.	2,3	9	4,7,8,9	£20,000
RMBC	Active Travel	Connectivity	Allocation for small scale interventions, rest of programme definition dependent on Transforming Cities Fund bid.	2,3	6,9	4,6,7,8,9	£180,000
RMBC	Active Travel	Smarter choices	Additional cycle parking in town centre and district centres. Electric Vehicle charging points.	2,3	6,9	4,7,8	£29,293
SCC	Active Travel	PROW 19 20	Delivering the PROW improvement plan as well as maintaining the network to an acceptable standard. Improvement of PROW's can include: <ul style="list-style-type: none"> • Maintaining and improving bridges, gates and stiles • Signing and way marking • Improving path surfaces • Tree management – pruning, clearing and felling to ensure safety • Vegetation management – cutting and spraying 	2	6,9,10	7,8,9	£80,000
SCC	Active Travel	Cycling - Supporting Infrastructure	Provision of cycle parking, public tyre pumps, etc.	2,3	8,9	4,5,7,8,9	£50,000
SCC	Active Travel	Summerfield Street (Nether Edge Transport Study)	Owing to traffic growth associated with City Centre commercial development, traffic congestion is expected to markedly worsen by 2025. The Council are developing a rolling programme of cycling improvements to aim to reduce car journeys in the City Centre and Inner Ring Road., the feasibility work will help define this with full delivery likely to come from wider funding sources.	2,3	8,9,10	4,5,7,8,9	£50,000
SCC	Active Travel	Moore Street (Nether Edge Transport Study)		2,3	8,9,10	4,5,7,8,9	£50,000
SCC	Active Travel	Boston Street (Nether Edge Transport Study)		2,3	8,9,10	4,5,7,8,9	£14,048
SCC	Active Travel	Holly St / West St traffic Signals	Provision of cycle crossing facilities.	2,3	8,9,10	4,5,7,8,9	£25,000
SCC	Active Travel	Charter Row to Moore St	Enhanced cycle facilities.	2,3	8,9,10	4,5,7,8,9	£0
C/Wide (RMBC)	Air Quality and Climate	Air Quality Monitoring	This countywide scheme involves roadside monitoring of air quality pollutants associated with transport emissions. The monitoring assesses changes in air pollution concentrations in the region including those as a result of LTP interventions to reduce emissions.	3	6	4,5	£20,000

Partner	Assigned LTP Strategic Investment Theme	Project name	High level description	Strategic Goal Alignment	Mayoral Transport Vision - Commitment Alignment	Strategic Policy Alignment	Indicative allocation
C/Wide (RMBC)	Air Quality and Climate	Air Quality Modelling	This countywide scheme involves roadside modelling of air quality pollutants associated with transport emissions, along with the greenhouse gas carbon dioxide. South Yorkshire local authorities use a shared "Airviro" system for modelling emissions (and how these are dispersed) from road transport, and have developed a very detailed transport related emissions related database which covers the entire South Yorkshire area.	3	6	4,5	£20,000
SCC	Air Quality and Climate	Other Air Quality Schemes	Complementary AQ schemes to CAZ proposals, potential expansion of anti-idling scheme, etc.	2	6	4,5	£50,000
SCC	Air Quality and Climate	Work Place Parking Levy	Initial data led review.	2	6	4	£0
SCC	Air Quality and Climate	ULEV Charging Network Match Funding	Contribution towards the ULEV Taxi Charging Point Fund.	2,3	6	4,5,8	£100,000
BMBC	Major Schemes	Project Design	Planning for potential future schemes	Dependent on subsequent type of scheme	Dependent on subsequent type of scheme	Dependent on subsequent type of scheme	£80,000
DMBC	Major Schemes	West Moor Link	Feasibility and design support for phase 2 of the existing NPIF scheme, looking at roundabout and junction improvement requirements.	1	2,3	1,2,3,8	£320,000
RMBC	Major Schemes	Scheme Development	Potential additional 'NPIF' project, Bassingthorpe Farm dev. A630 Doncaster Road Dalton & A57 Anston by-pass.	1	3,6,8	4,5,7	£250,000
BMBC	Network Management	Potential signal upgrades; Review and subsequent upgrade of signal equipment at key locations	Laithes Lane junction signal upgrade.	1,2	1,2,10	2,4	£300,000
BMBC	Network Management		Park Road / Locke Avenue pelican upgrade.	1,2	1,10	2,4	£30,000
BMBC	Network Management		Cemetery Road / Acorn Way, Grimethorpe pelican upgrade.	1,2	1,10	2,4	£30,000
BMBC	Network Management		Doncaster Road / Gold street, Barnsley pelican upgrade.	1,2	1,10	2,4	£50,000
BMBC	Network Management		Sheffield Road / Cote Lane, Thurgoland signal upgrade.	1,2	1,2,10	2,4	£100,000
DMBC	Network Management	Dropped Crossings	A package of pedestrian dropped kerb provision across the borough, assessed on the basis of accessibility, mobility and connectivity.	2	8,9	7,9	£40,000
DMBC	Network Management	Footways 17-18	Installation of footways and footway enhancement works across the borough in order to improve safety and increase accessibility for pedestrians.	2	8,9	7,9	£40,000
DMBC	Network Management	Doncaster Bus Partnership Infrastructure/ Activities	A package of bus related infrastructure and improvements to improve accessibility, connectivity and journey reliability.	1,2	1,8	1,7,8,9	£60,000
DMBC	Network Management	Direction Signing - Boroughwide	A package of direction signing enhancements based around improving accessibility, connectivity and journey reliability.	2	1,8	2	£60,000
DMBC	Network Management	Traffic Management Measures - Boroughwide	A package of minor traffic management interventions across the borough (signing, road markings, bollards, parking control, Traffic Regulation Orders etc.) targeted at areas of concern, in order to improve accessibility and connectivity, manage and aid the flow and movement of traffic, including pedestrians.	2	1,8,9	2	£90,000
DMBC	Network Management	Local signing schemes	Ongoing network management programme to review and improve/install signing and lining around the transport network.	1,2	1	2	£50,000

Partner	Assigned LTP Strategic Investment Theme	Project name	High level description	Strategic Goal Alignment	Mayoral Transport Vision - Commitment Alignment	Strategic Policy Alignment	Indicative allocation
DMBC	Network Management	Enforcement scheme	TRO's to support the design, delivery and implementation of local transport schemes.	2	1	2	£50,000
DMBC	Network Management	CCTV scheme	Ongoing programme of renewal and installation of CCTV equipment for monitoring and managing traffic flow.	1,2	1	2	£20,000
DMBC	Network Management	Travelwise Commuter Plan	Installation of small scale capital items to enable uptake of revised travel plans, in support of STAF behaviour change activities.	2,3	8,9	4,5,8	£20,000
DMBC	Network Management	Minor Works Package/ Monitoring	Allocation for very small scale ad hoc capital spend to support and enhance delivery of the wider transport programmes.	Dependent on subsequent type of scheme	Dependent on subsequent type of scheme	Dependent on subsequent type of scheme	£100,000
RMBC	Network Management	Network Management	Allocation for small scale interventions, A630 Doncaster Road Thrybergh, A57 Red Lion Todwick, Rotherham Town Centre, A6109 Meadowbank Road.	1,2,3	1	2,4,7	£250,000
SCC	Network Management	Streets Ahead Enhancements	Project is to provide pedestrian improvements and facilities at the same time as the Streets Ahead intensive core investment programme.	1,2	4,7,8,9	8,9	£325,000
SCC	Network Management	Streets Ahead Opportunities	Piggybacking PFI work to implement changes in "one go", common small scale interventions include reducing street clutter, new dropped crossings, handrails and lining.	1,2	4,7,8,9	8,9	£165,000
SCC	Network Management	Double Yellow Lines	Addressing requests for loading & waiting facilities across Sheffield - currently there is a list of more than 1000 requests that have been submitted by residents/businesses.	1,2,3	10	2,6,7,9	£60,000
SCC	Network Management	Taxi Rank Improvements	Provision of new and amendments to existing taxi rank facilities. Priority on Sheffield Midland Station.	1	1	2,4	£30,000
SCC	Network Management	ITS Network Management 19/20	Improvements to the UTMC co-ordination and detection on key corridors.	1	1,4	1,2	£100,000
SCC	Network Management	IRR Medium Term Congestion Schemes (NTH)	Feasibility of improvements on the Inner Ring Road to prioritise reliable and high quality public transport, cycling and walking access into the city centre.	1,2	1,2,7,9	1,2,4,5,8	£145,000
SCC	Network Management	IRR Congestion Schemes (WEST)	Intelligent Transport Systems (ITS) demand led network management improvements that tackle existing issues, improve absolute journey times and also improve reliability / consistency of journey times on the key route network.	1,3	1,4	1,2,4	£80,000
SCC	Network Management	IRR Congestion Schemes (STH)		1,3	1,4	1,2,4	£80,000
SCC	Network Management	Transforming Cities Feasibilities	Preparatory work on potential TCF schemes.	1,2	6,9	1,3,8	£79,048
SCC	Network Management	Parking Schemes Feasibility / Delivery	To support the delivery of the planned parking initiatives . Programme of new CPZ, zone reviews and local schemes.	1,2	1	2,4	£50,000
SCC	Network Management	Supertram Priority Review	Delivery of improvements to provide greater reliability to Supertram in areas of 'with traffic' operation.	2,3	1	4,5,8,9	£100,000
SCC	Network Management	Public Transport Corridor Improvements	Review of key bus routes considering bus lane hours of operation, UTMC co-ordination, bus stop locations to provide greater priority and journey time reliability.	1,2	1,7	1,2,3,9	£50,000

Partner	Assigned LTP Strategic Investment Theme	Project name	High level description	Strategic Goal Alignment	Mayoral Transport Vision - Commitment Alignment	Strategic Policy Alignment	Indicative allocation
C/Wide (SYLTP)	Programme Management	LTP Central Team Programme Management	Performance and programme management of the ITB allocation a single consolidated programme, rather than a series of isolated ventures. Enabling delivery and maximising funding opportunity, creating increased regional benefits.	All commitments, goals and policies as detailed against each scheme by facilitating delivery of the programme			£208,000
C/Wide (SYLTE)	Public Transport	Wheels to Work	Continuation of scheme loaning scooters to people who have difficulties getting to work, training or college due to a lack of suitable public transport.	1	8	1	£70,000
SCC	Public Transport	Bus Hotspots Phase 2	Package of schemes to address bus delay hotspots, extension from Better Bus programme.	1,2	1,7	2,7,8,9	£100,000
SCC	Public Transport	Bus Hotspots Feasibility		1,2	1,7	2,7,8,9	£50,000
SCC	Public Transport	Bus Hotspots Large Schemes		1,2	1,7	2,7,8,9	£100,000
SYLTE	Public Transport	Tram Train	The Tram Train pilot is being delivered by South Yorkshire Passenger Transport Executive (SYLTE), Network Rail, Stagecoach Supertram and the Department for Transport (DfT). Passengers in South Yorkshire are the first in the UK to benefit from innovative new Tram Trains that run both on the Supertram network and on part of the National Rail network between Sheffield and Rotherham. The Tram Train service commenced on 25 October 2018.	1,2,3	1,3,6	1,2,4,5,8,9	£25,000
SYLTE	Public Transport	Rotherham Interchange Refurbishment	Completion of refurbishment of Interchange. Contribution to major project.	2,3	1,8	6,7,8	£20,000
SYLTE	Public Transport	Supertram Rail Replacement	Ongoing programme of rail replacement. Contribution to major project.	1,2,3	1,3,6	2,5,8,9	£25,000
SYLTE	Public Transport	SCR Mass Transit OBC	Production of OBC for future of Supertram network.	1,2,3	1,3,6	1,2,4,5,8	£70,000
SYLTE	Public Transport	Mayfield Court	Building fixing obligation. Reinstatement of Supertram two OHLE cables back onto the permanent building at Mayfield Court.	1,2,3	1	1,2,5,8	£45,000
SYLTE	Public Transport	BRT Modelling	Completion of BRT North. Contribution to completed major project.	1,2,3	1	1,2,5,8	£45,000
SYLTE	Public Transport	Transforming Cities (including Electric Bus Implementation and Parkgate Major)	Preparatory work on potential TCF schemes.	1,2,3	1,6,8,9	1,2,5,8	£440,000
SYLTE	Public Transport	Bus Network Investment (including Implementation of Bus Lane Review Outcomes)	Project investing in bus network to help deliver partnership and strategy goals.	1,2,3	1,6,7	1,2,5,8	£185,000
SYLTE	Public Transport	Rails Schemes (awaiting decision on AFA Bids)	Proposal of two lifts at Chapeltown railway station and proposal of a new fully accessible footbridge and two new lifts and stairs at Thorne North Station. AFA bids for these two proposals have been submitted.	1,2,3	3,8,10	1,2,5,8	£70,000
SYLTE	Public Transport	Design Work for Future Years	Preparatory work for schemes to be implemented in future years.	1,3	1,6	2,3,6	£110,500
SYLTE	Public Transport	Smart Ticketing	Delivery of the 2019/20 (year 2 of 5) smart ticketing and integration programme. The ITB request for funding is part of a larger package of works in relation to the smart ticketing programme. Other elements are being funded separately. The aims of the project as part of the ITB funded deliverables are to help facilitate an increase in patronage, improve business efficiencies and improve customer accessibility and satisfaction.	1,3	4	2,6	£235,000

Partner	Assigned LTP Strategic Investment Theme	Project name	High level description	Strategic Goal Alignment	Mayoral Transport Vision - Commitment Alignment	Strategic Policy Alignment	Indicative allocation
SYPTE	Public Transport	Electric Bus Study (completion of existing commission)	A feasibility study (phases B and C) specific to Sheffield and Doncaster to review the viability of electric bus technology, electric bus infrastructure, as well as understanding the potential benefit to local air quality.	3	1,6,7	4,5	£28,000
SYPTE	Public Transport	Shelter Programme	Ongoing programme of life cycle works. Continuation of annual replacement programme.	1,2,3	1,8	2,6,7	£52,000
SYPTE	Public Transport	CT Vehicle Replacement	Ongoing programme of Community Transport vehicle replacement. Continuation of annual replacement programme.	1,2	8	1,9	£152,000
SYPTE	Public Transport	Life Cycle Works (including EV charging points at P&R sites)	Capital maintenance and upgrades to existing infrastructure.	1,2,3	6	1,4,5,8	£525,000
BMBC	Safer Roads	Collision analysis	Devising schemes to address personal injury collision cluster sites and lengths, which have been identified and prioritised by data analysis.	1,2	10	2,7	£10,000
BMBC	Safer Roads	School Safety Zones	Targeted improvements around primary schools, addressing both safety and the perception of safety.	1,2	10	2,7	£10,000
BMBC	Safer Roads	Identified schemes	Minor improvements to current infrastructure; lining, signing, lighting.	1,2	10	2,7	£30,000
BMBC	Safer Roads	SIDS	Installation of additional Speed Indicator Devices (SIDs) to influence driver behaviour.	1,2	10	2,7	£5,000
BMBC	Safer Roads	VAS	Installation of Vehicle Activated Signs (VAS) to influence driver behaviour, some replacements some upgrades.	1,2	10	2,7	£20,000
DMBC	Safer Roads	Targeted casualty reduction scheme	Analysis of the annual STATS19 road casualty data will be used to identify areas/locations requiring attention and 3/4 schemes will be developed on a 'Worst First' basis.	2	8,10	7	£175,000
DMBC	Safer Roads	Safer Communities - Boroughwide	A package of minor road safety interventions across the borough (signing, road markings, pedestrian enhancements, surface treatments etc.) targeted at areas of concern, in order to improve road safety, reduce danger and the occurrence of road casualties.	2	9,10	7	£75,000
DMBC	Safer Roads	Reduced Speed Limits	The provision of 20mph speed limits in residential areas, prioritised on road safety, public health, levels of deprivation and air quality information, in order that the greatest potential benefits can be delivered to the worst affected communities.	2	6,9,10	7	£50,000
RMBC	Safer Roads	LSS & crossings	'Worst First' programme to be fully defined, likely to include amongst the interventions a puffin crossing, A631 Bawtry Road Brinsworth.	1,2	8,10	2,7,8,9	£440,360
SCC	Safer Roads	Langsett/Forbes Road	Accident Savings - Revised lining, markings and signage to raise pedestrian awareness of tram and traffic flow around the stop and reduce casualties. The scheme was designed and consulted in 18/19 and will be delivered in 19/20 to align to tram track works in the area.	1,2	9,10	2,7	£84,000
SCC	Safer Roads	Bramall Lane/Woodhead/Cherry		1,2	9,10	2,7	£114,000
SCC	Safer Roads	Accident Savings Feasibilities	2 New schemes to be identified from prioritised list.	1,2	10	2,7	£60,000
SCC	Safer Roads	Accident Savings Delivery	Subsequent delivery of 1 scheme from the prioritised list with the second to be delivered at a later date.	1,2	10	2,7	£100,000
SCC	Safer Roads	New 20mph Schemes (Wincobank & Hurlfield)	Continuation of SCC's programme to establish 20mph zones distributed across the city.	1,2	9,10	4,7,8	£171,000
SCC	Safer Roads	20mph Feasibility (Hillsborough, Foxhill, Sharrowvale)		1,2	9,10	4,7,8	£60,000

£8,428,000

Key		
Goal	Mayoral Vision Commitments	Policy
1. Residents and businesses connected to economic opportunity.	1. I will invest in tram-train, bus rapid transit, bus networks, active travel and tackle our congestion hotspots.	1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this.
	2. I will develop a plan for road investment that takes a co-ordinated and long term perspective.	2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this.
	3. I will ensure that local, regional and national road and rail investment delivers for this region.	3. Invest in integrated packages of infrastructure to unlock economic growth and support Local Plans, including new housing provision.
	4. I will ensure that new technology improves the customer experience of travelling in and around the Sheffield City Region.	
	5. I will actively support improved public transport connections to Doncaster Sheffield Airport and ensure that regional rail investment delivers fast and efficient rail links to major airports.	
2. A cleaner and greener Sheffield City Region.	6. I will work with partners to deliver a zero-emissions public transport network and we will eliminate the need for AQMAs.	4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs.
	7. I will undertake a review of the bus network in South Yorkshire, to look at all options for improving local bus services.	5. Lead the way towards a low carbon transport network, including a zero-carbon public transport network.
		6. Work in tandem with the planning and development community to create attractive places.
3. Safe, reliable and accessible transport network.	8. I will invest in services to ensure that residents with disabilities, young people, the elderly and those who are isolated economically and geographically are able to travel easily, confidently and affordably.	7. Ensure people feel safe when they travel and invest in our streets to make them more attractive places.
	9. I will put pedestrians and cyclists at the centre of our transport plans.	8. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel.
	10. I will ensure that safety is planned into all future transport investment and that road safety education initiatives are prioritised.	9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces.