



## SHEFFIELD CITY COUNCIL Cabinet Highways Committee

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**Report of:** Executive Director, Place

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**Date:** 13 December 2012

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**Subject:** Investing in Sheffield's Local Transport System 2013-2014

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**Author of Report:** Dick Proctor

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**Summary:**

Each year, the Council delivers a programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main process used historically by Government and the Department for Transport (DfT) for local authorities to set out their transport strategy and for the nationwide allocation of funds for projects. More recently, the Government has created other more dedicated funding streams for transport initiatives for authorities to bid for according to specific guidelines. Local Sustainable Transport Fund (LSTF) and Better Buses Area Fund (BBAF) resources are now both available to the South Yorkshire Partnership following successful bids. This paper sets out current priorities for delivery prior to the Council's overall budgets being agreed early in the New Year.

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**Recommendations:**

- Welcome the additional transport funding that is being allocated in 2012/13 and 2013/14;
  - Endorse the current 2012/13 and 2013/14 programmes for Local Sustainable Transport Funds and Better Buses Area Funds as approved by the Department for Transport;
  - Note the differing levels of flexibility available for the various funding streams;
  - Approve the proposed allocations of Local Transport Plan monies for 2013/14 as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year; and
  - Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.
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**Reasons for Recommendations:**

Council Officers have worked with South Yorkshire partners, SYITA Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programme for 2013/14 and the current LSTF and BBAF programmes meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

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**Background Papers:** report to Committee on 26<sup>th</sup> April 2012

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES cleared by Matt Bullock
<b>Legal Implications</b>
YES cleared by Deborah Eaton
<b>Equality of Opportunity Implications</b>
YES cleared by Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
Yes – see section 3 and paragraph 4.2
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
All
<b>Relevant Cabinet Portfolio Leader</b>
Councillor Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economics, Environment and Well-being
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: 2013-2014**

### **1.0 SUMMARY**

- 1.1 Each year, the Council delivers a programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main process used historically by Government and the Department for Transport (DfT) for local authorities to set out their transport strategy and for the nationwide allocation of funds for projects. Sheffield is part of the South Yorkshire Local Transport Partnership, led by the South Yorkshire Integrated Transport Authority (SYITA). Sheffield's share of the LTP was £3.193m in 2012/13, expected to rise to £3.35m for 2013/14.
- 1.2 More recently, the Government has created other more dedicated funding streams for transport initiatives for authorities to bid for according to specific guidelines. Local Sustainable Transport Fund (LSTF) and Better Buses Area Fund (BBAF) resources are now both available to the South Yorkshire Partnership following successful bids.
- 1.3 The Local Sustainable Transport Fund has been introduced by Government to promote sustainable transport interventions that support economic growth whilst reducing carbon emissions. The South Yorkshire LSTF programme consists of two awards, the phase 1 "Key Component" award granted in August 2011 totalling £4.98m; and the Main Bid award granted (in full) in June 2012 totalling £24.60m. Both of these awards cover a period up to 31 March 2015. Sheffield is responsible for leading on the delivery of several of the packages of interventions on behalf of the South Yorkshire Partnership.
- 1.4 The "Better Buses Area Fund" is a two-year fund, again based on a South Yorkshire wide bid, led by the South Yorkshire Passenger Transport Executive (SYPTe). The bid was approved by DfT in March 2012, with £4.91m shared across the four districts and SYPTe (a second Better Buses Fund - "BBA2" - is also emerging that would be specific to Sheffield. At the moment, details of this fund are still unclear).
- 1.5 The Council's formal Capital Approval process requires full Cabinet sign-off for each funding stream programme, and each scheme within these. The less flexible nature of some of these funding streams, and their mixed capital/revenue nature has created further complexity for delivery. This paper therefore sets out current priorities for delivery prior to the Council's overall budgets being agreed early in the New Year.

### **2.0 OUTCOME AND SUSTAINABILITY**

- 2.1 The LTP is a statutory document that sets out how transport will help support the development of the Sheffield City Region (SCR) over the next 15 years. It comprises a 15 year strategy document covering the Sheffield City Region (2011-2026), together with a series of annual capital programmes for South Yorkshire.

- 2.2 The LSTF programme is designed to assist economic growth by identifying the places where transport issues are causing concerns; to facilitate travel to work in these places, where currently connectivity is poor; and to increase the attractiveness and awareness of more sustainable modes. It will target people as they make key life choices (for example moving house, changing job, obtaining employment or training). Guidance required the bid to be developed in partnership in order to have a sustainable impact and to have partners from the public, private and voluntary sectors.
- 2.3 The BBAF programme sets out specifically how public transport will help support the economic development of South Yorkshire over the next two years. The programme has three core elements - Smart Ticketing; Smart Infrastructure; and Smart Management. BB2 is still in the course of development but will enable some material investment in infrastructure
- 2.4 The funding streams combine to form the Council's overall transport programme. This programme will help deliver our "Vision for Excellent Transport in Sheffield", enabling people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the city.
- 2.5 The transport programme will reinforce the "Excellent Transport" vision by ensuring that transport contributes to achieving many of the outcomes in the Council's Corporate Plan, and will help deliver the specific transport objectives in the Corporate Plan, namely:
- Thriving neighbourhoods
  - Sustainable and Safe transport
  - Reducing carbon emissions
- 2.6 Another area that the transport programme can make a significant contribution to is that of Public Health. There are three new strands of local and/or national activity linked to this, all of which might be supported by transport initiatives. These are:
- The current transfer of some aspects of Public Health into the City Council;
  - The emerging National Centre for Sport and Exercise Medicine (one of only three in the country, building on the "Olympic Legacy" to promote active lifestyles)
  - A new joint initiative co-sponsored by DfT and the Department of Health to incorporate physical activity into everyday life, including "Active Travel" (walking and cycling) again arising from the Olympic Legacy.

### **3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD**

- 3.1 The priority in spending LTP, LSTF and Better Buses funds is to make it easier and safer for people to move around when walking, cycling or using public transport, particularly when travelling to work. The

programme also aims for people to be well connected to local facilities and the wider transport network within and beyond the City. The programme is also strongly aligned with the 'Streets Ahead' project to improve the condition of the city's roads and pavements. These are priorities set out in 'Standing up for Sheffield', but they also fit well with the priorities in the LTP and the LSTF and Better Buses bids.

- 3.2 The broader work linked to Public Health initiatives can potentially improve the lifestyle of all Sheffield residents
- 3.3 The schemes proposed have been heavily influenced by the developing 25-year Streets Ahead Highways Maintenance Programme. They have also been influenced by residents and road users in Sheffield and representative groups such as the Sheffield Motorists Forum, Sheffield on the Move, Cycling Forum, Walking Forum, Transport 4 All and public transport passengers and operators.

#### **4.0 TRANSPORT CAPITAL PROGRAMME REPORT**

- 4.1 The Council's overall transport capital programme is now comprised of several funding streams. Each of these has different priorities and timescales prescribed by Government / DfT as sponsors. The funding streams can be listed in order of increasing flexibility as follows:
  - BBAF
  - (emerging BB2)
  - LSTF Main Bid
  - LSTF Key Component
  - LTP
- 4.2 In practice, this means there is a need to ensure complete spend of BBAF resources, followed by the great majority of LSTF funds, with the LTP programme forming a "balance" for other funding (because we have more local flexibility with this). Several schemes such as the Upper Don Valley cycle route involve a combination of (for example) LSTF and LTP funds, and in these cases it is important to fully use the LSTF funds first. The "use it or lose it" nature of other funds inevitably raises the risk of LTP underspend whilst prioritising other funds. This is currently the case with the 12/13 programme
- 4.3 Another very significant influence on timing is now the Streets Ahead programme. The Council's contractor Amey is progressing an initial five-year "core investment period" and most roads and footways in the city will be improved during this time, the works being spread across 108 "zones" to facilitate this. Maximising opportunities to dovetail funding (and therefore value for money) whilst minimising disruption will therefore be central to the priorities for the overall transport capital programme over the next five years.

## **Local Sustainable Transport Fund Programme**

- 4.4 The nature of the LSTF bidding process means that the programme is largely fixed, the bid having been endorsed by DfT. Some limited flexibility is possible, this programme management process being coordinated by the South Yorkshire Local Transport Partnership Team, reporting to SYITA.
- 4.5 The “Key Component” Programme features four packages of interventions, totalling £4.98m over four years. These are:
- an enhanced “wheels to work” package
  - a cycling package (both capital and revenue)
  - “Job Connector” bus services to improve access to employment
  - a behavioural change package
- 4.6 The “Main Bid” Programme totalling £24.6m over three years features:
- the Don Valley Enterprise Corridor (goes all the way from Sheffield to Rotherham town centre and includes the Enterprise Zone around Tinsley). This includes the Sheffield – Woodhouse Key Bus Route.
  - the Barnsley Accessibility Improvement Corridor (linking the Barnsley Accessibility Zone to the North Dearne Villages of Thurnscoe, Goldthorpe and Bolton-upon-Deerne).
  - the Dearne Valley Enterprise Corridor (this covers the southern part of the Dearne valley and includes the Enterprise Zone at junction 36 of the M1).
  - the Doncaster Regeneration Corridor (which goes from Doncaster town centre towards Adwick), and
  - a county-wide “Business and Employer Sustainability Toolbox” (BEST)
- 4.7 Each of these packages has been broken down into separate strands of activity which have capital and revenue allocations for the full term of the programme and are managed and coordinated by the South Yorkshire Transport Partnership team. Appendices A and B illustrate the overall LSTF programmes as approved by DfT with details of the scale and phasing of funding plus lead partner for the various schemes. It can be seen that a number of the projects are on-going services which were always intended to run for the full term of the LSTF timespan, these therefore have an expected completion date of March 2015. Projects involving construction are time specific.

## **Better Buses Area Fund Programme**

- 4.8 The “competitive” nature of the BBAF bidding process means that this programme is also essentially set. Programme management for BBAF is coordinated by the South Yorkshire Passenger Transport Executive (SYPTPE), who again have some limited discretion for flexibility, reporting to SYITA. The programme has three core elements:

4.9 **Smart Ticketing:** investment is targeted towards smart, multi-operator ticketing solutions. It also provides more cost effective travel for young people looking to access work or training. This is led by SYPTE.

Deliverables include:

- Production and distribution of 150,000 smartcards
- Smartcards providing three months free travel to young people not in employment, education or training

4.10 **Smart Infrastructure:** Making bus journeys on our most important arterial and business routes faster and more reliable by delivering infrastructure improvements. This element is also led by SYPTE.

Deliverables within Sheffield include:

- Ecclesall Road - highway improvements at three 'pinch point' locations, changes to smart management technology to control traffic signals and give priority to buses using GPS technology and queue detection and 30 bus stop alterations along the whole corridor. This package has previously been endorsed by this Committee.
- Sheffield to Halfway Key Bus Route - Highway improvements at a number of pinch-point locations including the Mansfield Road approach to Manor Top; changes to smart management technology to control traffic signals and give priority to buses using GPS technology and queue detection and 107 bus stop alterations along the whole corridor. Again, this package has previously been reported to this Committee (in October) and endorsed (with reservations about Duke Street - see separate report on the agenda).

4.11 **Smart Management:** The third component of the (South Yorkshire wide) programme is to ensure that the wider network is effectively managed and enforced to maximise journey speed and efficiency at identified pinch points. Within Sheffield, this element is led by the City Council.

Deliverables include:

- highway improvements and associated Traffic Regulation Orders to ensure that existing bus lanes, bus gates, bus stop clearways, no waiting / no loading, keep clear and no waiting restrictions are all clearly understood and can be easily enforced at 19 locations.
- purchase of 4 relocatable enforcement cameras.
- targeted consultation / information / awareness raising campaign.

4.12 In summary, the City Council is leading on projects worth £1,709,750 phased as follows. Further details are provided in Appendix C.

<b>Year</b>	<b>2012/13</b>	<b>2013/14</b>	<b>Total</b>
Capital	£771,550	£516,600	£1,288,150
Revenue	£203,000	£218,600	£421,600
<b>Totals</b>	<b>£974,550</b>	<b>£735,200</b>	<b>£1,709,750</b>

## The emerging “Better Buses 2” Programme

- 4.10 This is a similar programme to BBAF, except that it is specific to the Sheffield District as a result of the Sheffield City Deal and recently launched Sheffield Voluntary Bus Agreement. Details will continue to emerge in December and January but it will comprise a five –year capital and revenue programme. The capital element will increase year-on-year with revenue decreasing. The capital programme will be to focus on further infrastructure projects that improve the reliability, punctuality and cost-effectiveness of bus services, hence contributing to passenger growth.
- 4.11 Infrastructure investment again needs to tie into the Streets Ahead programme to minimise disruption and maximise value-for money. Further details of the emerging programme will need to be agreed by the Bus Agreement Partners initially and will be reported to SYITA and this Committee at the earliest opportunity.

## Local Integrated Transport Plan Programme

- 4.12 The LTP capital settlement granted to SYITA in 2012/2013 was £11.682 million for Integrated Transport, of which approx. £3.193m was allocated to the City Council. This allocation was confirmed at the SYITA meeting on 5<sup>th</sup> April 2012, and then the Council’s Cabinet Highways Committee on 26<sup>th</sup> April 2012 with individual schemes being progressed through the Capital Approval Process during the year. A similar timescale is envisaged next year.
- 4.13 A summary of the type of schemes currently being delivered in the 2012/13 LTP programme is as follows.

Programme Block	£ million
Road Safety schemes	0.598
Community Assemblies	0.280
Action for pedestrians	0.390
Action for cyclists	0.386
Traffic management schemes	0.830
Public Transport measures	0.340
LTP management, monitoring, development and other small scale initiatives	0.369
<b>Total</b>	<b>3.193</b>

- 4.14 For 2013/14, approx £3.35m will be allocated for LTP Integrated Transport measures to Sheffield and subsequently endorsed by SYITA. For good programme planning purposes this now requires allocating across a number of priorities.
- 4.15 In the coming year, there will be a number of **commitments for continuing existing initiatives**. These include:



- 20mph speed limits outside schools and in residential areas – implementing an agreed programme of 20mph areas where needed across the city, plus associated parking restrictions such as zig-zags outside school gates. The key priority remains on reducing child casualties.
  - Accident reduction schemes - additional funding for more schemes to improve road safety, from existing lists of known problem sites.
  - School entrance schemes – continued work at school entrances to improve visibility of school children, managing speeds and parking appropriately (It is proposed that school entrance work be developed in parallel with other citywide initiatives for pedestrians being assessed to maximise integration with the “Streets Ahead” programme (see paragraph 4.16 below)
  - Crookes /Nile Street pedestrian crossing - complete design and contract documents in readiness for construction in the Year 2 “Streets Ahead” programme
  - Cycle Routes - continued progress on a programme of off-street routes, encouraging more people to try different ways of travelling to work and adopt healthier lifestyles whilst avoiding congestion. The LTP investment forms “match-funding” for the LSTF programme
  - Sheffield Bus Agreement Work –the Council’s contribution to the recently launched Bus Partnership focuses on dealing with bus hotspots and developing Key Bus Routes to help prevent buses getting stuck in congestion and hence improve reliability and increase patronage.
  - Continued contribution to contract preparation work for the Bus Rapid Transit (North) project in the Lower Don Valley, which now has approval for Government funding.
  - High Occupancy Vehicle (HOV) Lanes, “No Car” lanes – exploring the potential for making best use of existing and new bus lanes to accommodate lorries and cars with more than one occupant during the main PFI contract, to help minimise disruption during the ‘Streets Ahead’ project
  - Permit Parking schemes – continued development and implementation of this programme, building on work already done with local communities.
- 4.16 2013/14 will also see a series of **new processes and initiatives to get the most out of the Streets Ahead programme**. These would all be developed on a zonal basis to integrate with the Amey “Core Investment Programme” and would include:
- A citywide programme of projects under the banner of “Actions linked with the Streets Ahead Programme”, including pedestrian

crossings, refuge islands, school entrance schemes, minor on-street improvements for cycling; and the current “Driving Me Crazy” programme of minor traffic management measures facilities – focussed on the twenty zones where Amey are programmed to be working next year;

- Another city-wide programme, again linked to Streets Ahead, of smaller scale opportunities such as provision of dropped crossings, guard rails, removal of old street clutter etc – identified jointly with Amey for each zone and seeking Community Assembly input;

4.17 Arising from the above and recognising the overall imperative to align the Capital Programme as much possible with Amey’s “core” programme, the following Programme Blocks are proposed:

<b>Programme Block</b>	<b>£ million</b>
Road Safety schemes	<b>0.450</b>
Action linked to “Streets Ahead” Programme	<b>1.460</b>
Action for cyclists	<b>0.200</b>
Traffic management schemes	<b>0.220</b>
Public Transport measures	<b>0.350</b>
“Streets Ahead” Commuted Sum (provisional figure)	<b>0.600</b>
LTP management, monitoring, development and other small scale initiatives	<b>0.220</b>
<b>Total (£3.350 provisionally available)</b>	<b>3.500</b>

4.18 The provisional detailed LTP programme for 2013/14 is set out in Appendix D, with the current 2012/13 programme included in italics for comparison

#### **Next steps**

4.19 Subject to agreement at this meeting, approval to spend the allocations within the individually named schemes within the 2013-2014 programmes will all be sought through the formal Capital Approval process.

#### **Relevant Implications**

4.20 For LTP funds, the central South Yorkshire ITA cash grant will be claimed from the South Yorkshire Integrated Transport Authority as expenditure is incurred throughout the year. Agreement is being sought with South Yorkshire partners about use of LTP funds to cover the whole-life costs (commuted sums) of the new transport infrastructure constructed. This follows the model adopted by Portsmouth City Council which was awarded the first Highways PFI in the country. The LTP programme allocations stated in this report form part of the third South Yorkshire Local Transport Plan (2011-2016) which is a statutory document. It should be noted that there is pressure to use LTP to cover

a greater element of client costs in delivering this capital programme due to the budgetary situation.

- 4.21 For LSTF and Better Buses Funds, the central cash grants will be claimed from the South Yorkshire Passenger Transport Executive as expenditure is incurred throughout the year.
- 4.22 A full Equality Impact Assessment has previously been undertaken for the Transport Capital Programme in April 2012. The Programme makes a clear commitment to the development of an inclusive transport system that takes into account the needs of everybody. Of particular importance is making public transport easier to access and use and the promotion of more sustainable and cheaper modes of travel. The Programme aims to provide real travel choices and alternatives, in particularly for the more disadvantaged groups in society. Everyone is affected by transport issues, the Programme is of universal positive benefit to all regardless of sexuality, ethnicity, religion, disability, gender and age.
- 4.23 There are no legal implications arising from this report although there are legal aspects to the recently launched Sheffield Bus Partnership in that the Council has committed itself to contributing to a five-year “Joint Investment Plan”. The public transport programme, with details of bus-related projects listed in the appendices, form the core of this Council commitment.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal is based on the City Council working with South Yorkshire partners and Cabinet Lead Members on Transport, Highways and Environmental matters to ensure that the proposed LTP capital programme for 2013/14 meets the objectives of ‘A vision for Excellent Transport’, ‘Standing up for Sheffield’ and the South Yorkshire LTP whilst maximising the opportunities presented through the “Streets Ahead” Programme.
- 5.2 For LSTF and Better Buses, alternative options are limited as the bids were based on delivering specific types of outputs and outcomes. However, within that scope, there is some flexibility to change the specific locations of interventions.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Council Officers have worked with South Yorkshire partners, SYITA Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programme for 2013/14 and the current LSTF and BBAF programmes meet the objectives of ‘A vision for Excellent Transport’, ‘Standing up for Sheffield’ and the Sheffield City Region Transport Strategy.

## **7.0 RECOMMENDATIONS**

- 7.1 Welcome the additional transport funding that is being allocated to Sheffield in 2012/13 and 2013/14,
- 7.2 Endorse the current 2012/13 and 2013/14 programmes for Local Sustainable Transport Funds and Better Buses Area Funds as approved by the Department for Transport.
- 7.3 Note the differing levels of flexibility available for the various funding streams.
- 7.2 Approve the proposed allocations of Local Transport Plan monies for 2013/14 as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year.
- 7.3 Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

Simon Green  
Executive Director, Place

30 November 2012

## Appendix A: The 2012/13 and 2013/14 LSTF “Key Component” Programme

Programme Block	Comments	2012/13 allocation (£000's)	2013/14 allocation (£000's)
<b>Wheels to Work Package</b>	(this element is led by SYPTE)		
	<ul style="list-style-type: none"> <li>Expanded wheels to work programme</li> </ul>	256	294
	<ul style="list-style-type: none"> <li>Safety training – managed by Sheffield</li> </ul>	32	30
	<b>Total</b>	<b>288</b>	<b>324</b>
<b>Cycling Package</b>	(led by Sheffield)		
	<ul style="list-style-type: none"> <li>Blackburn Valley cycle route (SCC)</li> </ul>	140	50
	<ul style="list-style-type: none"> <li>Upper Don Valley Cycle Route (SCC)</li> </ul>	185	20
	<ul style="list-style-type: none"> <li>Barnsley cycling access initiative</li> </ul>	165	86
	<ul style="list-style-type: none"> <li>Rotherham Town Centre</li> </ul>	150	200
	<ul style="list-style-type: none"> <li>Doncaster Greenways</li> </ul>	150	150
	<ul style="list-style-type: none"> <li>SY Bike Boost (SCC)</li> </ul>	40	40
	<ul style="list-style-type: none"> <li>SY Cycling Training (SCC)</li> </ul>	37	37
	<ul style="list-style-type: none"> <li>Dearne Towns Cycle to Work</li> </ul>	35	0
	<ul style="list-style-type: none"> <li>Doncaster Bike Hub</li> </ul>	16	16
	<ul style="list-style-type: none"> <li>Lower Don Valley Cycle to Work (RMBC)</li> </ul>	20	0
	<ul style="list-style-type: none"> <li>SY Repair and ReCycle (SCC)</li> </ul>	25	25
	<b>Total</b>	<b>995</b>	<b>650</b>
<b>JobConnector Package</b>	(led by SYPTE)		
	JobConnector bus services to link to employment	250	230
	<b>Total</b>	<b>250</b>	<b>230</b>
<b>Behavioural Change Package</b>	(led by SYPTE)		
	<ul style="list-style-type: none"> <li>Travel Behaviour coordination (PTE)</li> </ul>	25	0
	<ul style="list-style-type: none"> <li>Targetted Safer Sustainable Travel Campaigns (SCC)</li> </ul>	70	70
	<ul style="list-style-type: none"> <li>Marketing, Comms, Travel Planning Support (PTE)</li> </ul>	60	60
	<b>Total</b>	<b>155</b>	<b>130</b>
<b>Total LSTF Programme (Key Component)</b>		<b>1663</b>	<b>1307</b>

**Appendix B: The 2012/13 and 2013/14 LSTF “Main Bid” Programme**

<b>Programme Block</b>	<b>Scheme (spend in bold relates to Sheffield or SCC staff)</b>	<b>2012/13 allocation (£000's)</b>	<b>2013/14 allocation (£000's)</b>
<b>Don Valley Enterprise Corridor</b>	• Hotspots - PTE lead	<b>90k</b>	<b>93k</b>
	• SYITS – SCC lead	<b>240k</b>	<b>329k</b>
	• Key Bus Route: Sheffield/Woodhouse - PTE	<b>1011k</b>	<b>605k</b>
	• Key Bus Route: Parkgate - PTE	0	440k
	• Don Valley Tramstop upgrades - PTE	<b>0</b>	<b>1263k</b>
	• JobConnector: Malin Bridge bus service - PTE	<b>21k</b>	<b>156k</b>
	• Cycle Route - Lower Don Valley - SCC	<b>372k</b>	<b>388k</b>
	• Cycle Route – Rawmarsh to R'ham - RMBC	292k	305k
	• Plugged In South Yorkshire (Don Valley) - SCC	<b>187k</b>	<b>106k</b>
<b>Total</b>			
<b>Barnsley Accessibility Improvement Corridor</b>	• Hotspots - PTE	76k	79k
	• SYITS – BMBC lead	63k	87k
	• JobConnector X19 bus service - PTE	75k	185k
	• Cycle Route - Barnsley Central Route - BMBC	128k	806k
	• Plugged In South Yorkshire (Barnsley) - SCC	<b>49k</b>	<b>28k</b>
<b>Total</b>			
<b>Dearne Valley Enterprise Corridor</b>	• Hotspots – PTE	79k	83k
	• SYITS – RMBC	35k	47k
	• Cycle Route - Dearne Valley to Swinton - RMBC	55k	58k
	• Elsecar Park & Ride - PTE	218k	287k
	• Cycle Route – Barnsley to Dearne Valley - BMBC	35k	116k
	• JobConnector: Wentworth/Shortwood - PTE	23k	54k
• Plugged In South Yorkshire (Dearne) - SCC	<b>27k</b>	<b>15k</b>	
<b>Total</b>			
<b>Doncaster Regeneration Corridor</b>	• Hotspots – PTE	37k	37k
	• SYITS – DMBC	86k	117k
	• Waterfront Regeneration project - DMBC	816k	447k
	• Adwick Sustainable Access -DMBC	598k	1406k
	• Plugged In South Yorkshire (Doncaster) - SCC	<b>67k</b>	<b>38k</b>
<b>Total</b>			
<b>Business and Employer Sustainability Toolbox (BEST) (Behavioural Change)</b>	• ECO Academy – Eco Stars - BMBC	76k	50k
	• ECO Academy – Eco-driving Sheffield – SRP	<b>110k</b>	<b>130k</b>
	• ECO Academy – Young Driver Training – SRP	<b>104k</b>	<b>107k</b>
	• ECO Academy – Customer Excellence -PTE	154k	162k
	• Busboost – Workplace - PTE	155k	415k
	• Walkboost – workplace - SCC	<b>191k</b>	<b>456k</b>
	• Walkboost – Network Audits - DMBC	10k	104k
	• Walkboost – Walk to work - SRP	<b>29k</b>	<b>59k</b>
	• Cycleboost –Park that Bike - SCC	<b>22k</b>	<b>45k</b>
	• Cycleboost –Workplace Dr.Bike - SCC	<b>42k</b>	<b>43k</b>
	• Cycleboost –Bike Leasing (Bikeboost) - SCC	<b>187k</b>	<b>137k</b>
• Cycleboost –Workplace Adult training - SCC	<b>71k</b>	<b>132k</b>	

<b>Programme Block</b>	<b>Scheme (spend in bold relates to Sheffield or SCC staff)</b>	<b>2012/13 allocation (£000's)</b>	<b>2013/14 allocation (£000's)</b>
	• Travel Training (1) - led by SYPTE	69k	72k
	• Travel Training (2) - SCC (CYPS)	<b>96k</b>	<b>101k</b>
	• SY Marketing and Comms – Digital Region - DMBC	266k	278k
	SY Marketing and Comms – Safer Sustainable Travel – SRP (Safer Roads Partnership)	<b>80k</b>	<b>124k</b>
	• SY Marketing and Comms – Young People's Travel Training – SRP	<b>54k</b>	<b>56k</b>
	• SY Marketing and Comms – Branding – PTE	111k	58k
	SY Marketing and Comms – Sales Promotion – PTE	17k	17k
	SY Marketing and Comms – Website Development – PTE	108k	81k
	• SY Marketing and Comms – Resources – PTE	89k	93k
	• SY Marketing and Comms – Tactical Marketing - PTE	233k	312k
	<b>Total</b>	2274k	3034k
<b>Total LSTF Programme (Main Bid)</b>		<b>6960k</b>	<b>10612k</b>

**Appendix C: The 2012/13 and 2013/14 “Better Bus Area Funds” Programme**

<b>Programme Block</b>	<b>Comments</b>	<b>2012/13 allocation <sup>1</sup> (£000's)</b>	<b>2013/14 allocation (£000's)</b>
<b>Smart Ticketing Package (across South Yorkshire)</b>			
“Targeting investment targeted towards smart, multi-operator ticketing solutions. More cost effective travel for young people looking to access work or training”	This element will be led by the bus operators and SYPTE. <ul style="list-style-type: none"> <li>Smart Ticketing - production and distribution of 150,000 smartcards</li> </ul>	718	306
	This element will be led by the bus operators and SYPTE. <ul style="list-style-type: none"> <li>Targeted Ticketing - Smartcards providing three months free travel to young people not in employment, education or training</li> </ul>	157	233
<b>Total</b>		<b>875</b>	<b>539</b>
<b>Smart Infrastructure Package (elements in Sheffield)</b>			
“Making bus journeys on our most important arterial and business routes faster and more reliable by delivering infrastructure improvements”	Ecclesall Road: <ul style="list-style-type: none"> <li>Highway improvements at three pinch point locations (Moore St Roundabout, Hunters Bar and Bents Green)</li> <li>changes to smart management technology to control traffic signals and give priority to buses using global positioning technology and queue detection</li> <li>30 bus stop alterations along the whole corridor</li> </ul>	143	83
	Sheffield to Halfway: <ul style="list-style-type: none"> <li>Highway improvements at pinch-point locations including Mansfield Road/Manor Top</li> <li>changes to smart management technology to control traffic signals and give priority to buses using global positioning technology and queue detection</li> <li>107 bus stop alterations along the whole corridor</li> </ul>	303	609
<b>Total</b>		<b>446</b>	<b>692</b>
<b>Smart Management Package (elements in Sheffield)</b>			
“Ensure that the wider network is effectively managed and enforced to maximise journey speed and efficiency at identified pinch points”	Highway improvements and associated Traffic Regulation Orders to ensure bus lanes, bus stop clearways, no waiting / no loading, keep clear and no waiting restrictions are clear and can be easily enforced. Corridors include Ecclesall Road, Chesterfield Road, Barnsley Road, Owler Lane, Bolsover Street, Broad Street, Attercliffe Road, Crookes, Meadowhall Road, Penistone Road and South Road	203	184
	Highway improvements and associated Traffic Regulation Orders to ensure bus gates are clear and can be easily enforced. Sites include London Road/Asline Road, South Lane, Spital Hill, Moore	186	115

<sup>1</sup> 2012/13 and 2013/14 allocations are a combination of capital and revenue monies



<b>Programme Block</b>	<b>Comments</b>	<b>2012/13 allocation <sup>1</sup> (£000's)</b>	<b>2013/14 allocation (£000's)</b>
	Street, Boston Street, Infirmary Road,		
	Purchase of 4 relocatable enforcement cameras	0	60
	Targeted consultation / information / awareness raising campaign	102	77
<b>Total</b>		<b>491</b>	<b>436</b>
<b>Total programme</b>		<b>1,812</b>	<b>1,667</b>

## Appendix D: Proposed 2013/14 Sheffield LTP Programme

Programme Block	Comments	2013/14 allocation (£000's)
<b>Road Safety</b>	<b>Total</b>	<b>450</b>
Accident Savings Schemes	Continued citywide strategy to reduce killed and seriously injured (KSIs) on the roads. A further three schemes to be developed.	150
20 mph speed limit study / Speed Management Plan/speed limit review	Year 2 of citywide strategy to develop 20mph speed limits across Community Assembly areas, aligned to Streets Ahead Programme	250
Review of Waiting Restrictions at school entrances	Rolling programme of introducing enforceable restrictions to advisory "zig-zag markings" at schools, geared to align with 20mph work and Amey programme.	20
Road safety audit work	Work required to respond to the outcome of Stage 3 (as built) Road safety Audits	30
School Entrance Schemes	Proposed to be included in citywide "Action for Pedestrians" assessment work.	(included)
<b>Action linked to "Streets Ahead" Programme</b>	<b>Total</b>	<b>1460</b>
"PFI Enhancements" - citywide programme geared to Streets Ahead programme	Programme of enhancements designed to interface with Streets Ahead "zonal programme" and hence maximise value-for-money. Includes pedestrian crossings and new footways, school entrance schemes, cycling facilities and remaining "Driving Me Crazy" traffic management schemes	800
"PFI Opportunities" – citywide programme of small schemes	Separate programme of smaller opportunities to augment Amey's maintenance programme, mostly dropped kerbs, addition or removal of handrails etc.	600
Crookes / Nile Street	Ensure complete readiness for construction, to tie in with Streets Ahead programme in Year 2	20
Public Rights of Way Improvement Plan	Citywide strategy supporting people to be healthy within independent communities	40
<b>Action for Cyclists</b>	<b>Total</b>	<b>200</b>
Cycle routes	Continued roll-out of off road cycle routes in the Blackburn Valley and Upper Don Valleys, providing match-funding for LSTF projects	200
<b>Traffic Management Schemes</b>	<b>Total</b>	<b>220</b>
Taxi Facilities	Continuing a rolling programme of schemes, including the provision of new ranks	10
Inner Ring Road related measures	residual commitments	50
Permit Parking Schemes	Development of further schemes, plus completion of the St Vincents scheme.	80

<b>Programme Block</b>	<b>Comments</b>	<b>2013/14 allocation (£000's)</b>
City Centre coach parking work	Defer, pending review and alignment with Streets Ahead	0
Citywide HGV study	Continuing the current HGV routing study and developing early measures to promote freight routes	40
Citywide trial – flexible use of bus lanes	Continuing the current study and developing early measures	40
<b>Public Transport Measures</b>	<b>Total</b>	<b>350</b>
Sheffield Bus Partnership - bus hotspots and shelter upgrades	Council contribution to the Joint Investment Plan within the newly launched Sheffield Bus Partnership	250
Bus Rapid Transit contribution	Continued contribution to management of (successful) major scheme development and delivery	50
Ecclesall Road Key Bus Route	Package of traffic management measures, jointly funded with SYPTE and match funding LSTF	50
<b>Miscellaneous</b>	<b>Total</b>	<b>820</b>
Streets Ahead - Commuted Sum	Provisional aggregate of accruals to network	600
Air Quality Action Plan – Development and Monitoring	Further work to investigate/develop an LEZ as part of measures to deliver Sheffield's Air Quality Action Plan	45
LTP programme management		175
LTP Monitoring	Overall traffic trends and performance indicator monitoring – funded from LSTF for 2013/14	0
<b>Total programme</b>		<b>3500</b>

For Comparison: the current 2012-13 Sheffield LTP Programme

<i>Programme Block</i>	<i>Comments</i>	<i>2012/13 Allocation £000</i>
<i>Road Safety</i>	<i>Total</i>	<i>595</i>
<i>Accident Savings Schemes</i>	<i>Citywide strategy to reduce killed and seriously injured (KSIs) on the roads. Feasibility of up to four schemes currently being investigated.</i>	<i>221</i>
<i>Road safety audit work</i>	<i>Work required to respond to the outcome of Stage 3 (as built) Road safety Audits</i>	<i>50</i>
<i>20 mph speed limit study / Speed Management Plan/speed limit review</i>	<i>Citywide strategy to provide safer roads – including development of 20mph speed limits in Community Assembly areas</i>	<i>100</i>
<i>Review of Waiting Restrictions at school entrances</i>	<i>Rolling programme of introducing enforceable restrictions to advisory zig zags at all Sheffield's schools.</i>	<i>20</i>
<i>School Entrance Schemes</i>	<i>Feasibility of three schemes currently being investigated.</i>	<i>150</i>
<i>Road Safety Education, Training and Publicity</i>	<i>Citywide strategy to provide safer roads and KSI reduction</i>	<i>54</i>
<i>Community Assemblies</i>	<i>Locally sponsored schemes, mostly local accessibility projects. Fund split equally between the seven community assembly areas</i>	<i>280</i>
<i>Action for Pedestrians</i>	<i>Total</i>	<i>390</i>
<i>Pedestrian Schemes</i>	<i>Programme of pedestrian crossings and new footways</i>	<i>280</i>
<i>Public Rights of Way Improvement Plan</i>	<i>Citywide strategy supporting people to be healthy within independent communities</i>	<i>80</i>
<i>Sustainable and Safe Modes of Travel to School</i>	<i>Working jointly with schools, an annual programme of innovative travel options</i>	<i>30</i>
<i>Action for Cyclists</i>	<i>Total</i>	<i>375</i>
<i>Connect 2 multi user route scheme</i>	<i>Jointly funded scheme provides new Halfway to Killamarsh link – levers in about £1.5m external funding</i>	<i>250</i>
<i>Cycle Action Plan</i>	<i>Programme of cycling infrastructure and education and training schemes – levers in about £350,000 external funding in 12/13</i>	<i>125</i>
<i>Traffic Management Schemes</i>	<i>Total</i>	<i>830</i>
<i>Taxi Facilities</i>	<i>Continuing a rolling programme of schemes, including the provision of new ranks</i>	<i>20</i>
<i>Inner Ring Road related measures</i>	<i>Various minor measures including drainage improvements</i>	<i>50</i>
<i>City Centre traffic management measures</i>	<i>Including a review of coach pick up/drop off and parking infrastructure</i>	<i>20</i>
<i>Low Emission Zone (LEZ)</i>	<i>Further work to investigate/develop an LEZ as part of</i>	<i>20</i>

<i>Programme Block</i>	<i>Comments</i>	<i>2012/13 Allocation £000</i>
	<i>measures to deliver Sheffield's Air Quality Action Plan</i>	
<i>Ecclesall Road Smart Route</i>	<i>Package of traffic management measures, jointly funded with SYPTE</i>	<i>200</i>
<i>Congestion Target Routes</i>	<i>Completion works on Chesterfield Road</i>	<i>30</i>
<i>Permit Parking Zone Strategy</i>	<i>Includes implementing the Upperthorpe and Netherthorpe scheme, developing the St Vincents scheme and reviewing the Hillsborough scheme.</i>	<i>270</i>
<i>"Driving Me Crazy" Schemes</i>	<i>Continuing the successful programme commenced in 2009/10. Right turn from Penistone Road into Owlerton Green is the preferred scheme.</i>	<i>50</i>
<i>Traffic Signals Enhancements</i>	<i>Enhancing the operation of traffic signal operation, aiming to get the most out of the road network by continuing the successful programme commenced in 2011/12</i>	<i>50</i>
<i>Citywide HGV study</i>	<i>Continuing the current HGV routing study and developing early measures to promote freight routes</i>	<i>70</i>
<i>Citywide trial – flexible use of bus lanes</i>	<i>Continuing the current study and developing early measures</i>	<i>80</i>
<i>Public Transport Measures</i>	<i>Total</i>	<i>355</i>
<i>Sheffield Bus Agreement, including bus hotspots programme</i>	<i>Expanding existing hotspots programme to handle city-wide launch of the Sheffield Bus Agreement</i>	<i>280</i>
<i>Bus Rapid Transit contribution</i>	<i>Continued contribution to management of (successful) major scheme design development programme schemes – levers in up to £600,000 external funding in 12/13</i>	<i>50</i>
<i>Air Quality Monitoring</i>		<i>25</i>
<i>Miscellaneous</i>	<i>Total</i>	<i>368</i>
<i>PFI Opportunities</i>	<i>New small scale initiatives to complement PFI maintenance programme</i>	<i>125</i>
<i>Various miscellaneous small scale initiatives</i>	<i>Covers £50k commitments carried over from 2011-12</i>	<i>50</i>
<i>LTP programme management</i>		<i>183</i>
<i>LTP Monitoring</i>	<i>Overall traffic trends and performance indicator monitoring</i>	<i>10</i>
<i>Total programme</i>		<i>3193</i>

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