

INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: 2012-2013

1.0 SUMMARY

- 1.1 The Local Transport Plan (LTP) is the process used nationally by Government and the Department for Transport for local authorities to set out their transport strategy and for the nationwide allocation of funds for transport projects. The LTP is a 15 year strategy with rolling three year indicative funding cycles. Sheffield is part of the South Yorkshire Local Transport Plan Partnership, led by the South Yorkshire Integrated Transport Authority.
- 1.2 The LTP capital settlement granted to the South Yorkshire Integrated Transport Authority (SYITA) is £11.682 million for Integrated Transport and £15.723 million for Highways Capital Maintenance for the period April 2012 to March 2013. Of the £11.682 million, £1.500 million has been allocated to "Countywide" schemes (of which Sheffield lead on road safety, traffic management and 'Quality of Life'), leaving £10.182 million to be shared between the four districts and the South Yorkshire Passenger Transport Executive.
- 1.3 Based on a share of funds by population, Sheffield was expected to receive approximately £3.193 million for capital transport projects in the 2012-2013 year. This allocation was confirmed at the SYITA meeting on 5th April 2012. Sheffield will also receive £5.428 million for highways capital maintenance.
- 1.4 The 2012-13 LTP capital allocation is around 50% smaller than it was two years ago, as a result of national funding cuts. Prioritising funding for transport schemes is difficult, but the current year's programme has been developed to ensure continuation of existing key initiatives, to enable investigation into some more innovative proposals and to provide match funding to bring in additional external resources to Sheffield.
- 1.5 This report describes how the Integrated Transport and Highways Maintenance LTP allocations are proposed to be spent in Sheffield. It provides an overview of the LTP capital programme in 2012-2013. Each scheme will still need to gain full Cabinet approval to spend through the formal Capital Approval process.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 The LTP is a statutory document which sets out how transport will help support the development of the Sheffield City Region (SCR) over the next 15 years, and has three parts:
 - A 15 year strategy document covering the Sheffield City Region (2011-2026);

- A set of three-year Implementation Plans covering South Yorkshire;
 - A series of annual capital programmes.
- 2.2 The LTP will help deliver the Councils “Vision for Excellent Transport in Sheffield”, to enable people to make informed choices about the way they travel, and to help transport contribute to the social, economic and environmental improvements we want to happen in the city.
- 2.3 The LTP looks at how transport can contribute more towards wider local priorities, whether they relate to economic, social or environmental goals, rather than “transport being an end in itself”. The LTP 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

3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 3.1 The priority in spending LTP money is on making it easier and safer for people to move around when walking, cycling or using public transport. The LTP also aims for people to be well connected to local facilities and the wider transport network within and beyond the City. The investment in highway maintenance also ties in 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.
- 3.2 The schemes proposed have been influenced by the emerging Highways Maintenance Private Finance Initiative (PFI) project (called ‘Streets Ahead’) as well as residents and road users in Sheffield and representative groups such as the Sheffield Chamber of Commerce, the Motorists Forum, Sheffield on the Move, Access for All and bus passengers and operators.

4.0 REPORT

Local Integrated Transport Schemes Programme 2012-13

- 4.1 The LTP capital settlement, announced by Government provides the SYITA £11.682 million for Integrated Transport and £15.723 million for Highways Capital Maintenance for the period April 2012 to March 2013.
- 4.2 The overall LTP Strategy and Implementation Plan was reported to Cabinet on 9th February 2011 for approval. The Plan provides a framework for the transport interventions and investments the City intends to prioritise in 2012-2013. Accordingly, the City Council has worked up with South Yorkshire partners and Cabinet Members a proposed transport capital programme for 2012-2013. This will be

reported to SYITA on 5th April 2012, Cabinet Highways on 12th April 2012 and Cabinet, through the Council's Capital Approval Process for individual schemes later in the year.

- 4.3 Based on a share of funds by population, Sheffield is expected to receive £3.193 million for transport projects in the forthcoming financial year. The Government will pay all LTP funds to the SYITA in the form of cash grant and district partners will claim payments to cover programme expenditure at intervals throughout the year.
- 4.4 A summary of the type of schemes proposed in the Local Transport Plan programme for 2012-2013 is given below. More detail of schemes within each block is provided in Appendix A .

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
Total	3.193

- 4.5 Each block is made up of schemes that fall within one or all of the following categories:
- 1) **Finishing existing scheme commitments:** (largely paying for work already completed or “on site”; or for commitments already made for work about to happen) e.g.
 - Community Assembly local highway schemes – funding carried forward from 2011-2012 to complete existing commitments; and additional funding to allow further new “small schemes” to continue
 - Complete work on the new multi user route (foot/cycle/horses) over the River Rother between Halfway and Killamarsh. The scheme started on site last September, as a partnership project which has generated over £1.500m additional funding from Rotherham, Derbyshire and “Sustrans” (a national lottery – funded project)
 - Continued progress on a programme of off-street cycle routes, encouraging more people to try different ways of travelling to work. Education and training to help encourage people to take up this cheap and healthy way of avoiding congestion are also included in this package of works. The LTP investment will lever in over

£300,000 of additional Government funding through the Local Sustainable Transport fund (LSTF)

- Continued commitment to existing work on working up the Bus Rapid Transit (North) project in the Lower Don Valley, which now has approval for Government funding. This jointly funded project will also bring in additional funding from South Yorkshire Passenger Transport Executive (PTE) of up to £600,000
- Other smaller continued commitments for work on Public Rights of Way across the City
- Small scale funding to complete works on Chesterfield Road

2) Continuing existing work programmes: (largely building on the success of on-going programmes of work)

- Accident reduction schemes - additional funding for more schemes to improve road safety, from existing lists of known problem sites.
- 20mph speed limits outside schools and in residential areas - investigating with Community Assemblies the implementation of 20mph areas where needed across the city. The key priority is reducing child casualties.
- School entrance schemes – in parallel with the 20 mph work, a continued programme of school entrance schemes to improve visibility of school children, managing speeds and parking appropriately. This will consider extending waiting restrictions outside some school gates.
- Other road safety issues – continued funding for road safety audit work on existing completed projects, undertaking minor improvements where necessary.
- Pedestrian crossing schemes – a citywide programme of new crossings.
- Driving Me Crazy - working with the Motorists' Forum to deliver projects that reduce congestion prioritised through a public vote. The next scheme is lengthening the right turn lane from Penistone Road (inbound) into Owlerton Green in Hillsborough.
- Traffic Signal enhancement work – aiming to get the most out of the road network in parallel with old traffic controllers being replaced through the 'Streets Ahead' project
- Sheffield Bus Agreement Work - dealing with bus hotspots, reassessing bus priority measures where they failing to deliver. Part of the newly emerging Sheffield Bus Agreement. A strong partnership commitment to simplify joint ticketing arrangements, joint

timetables and to help prevent buses getting stuck in congestion, hence increase bus patronage.

- Develop and install Permit Parking schemes - building on work already done with local communities in Upperthorpe and Netherthorpe and developing and implementing a scheme in the St. Vincents area. Reviewing the Hillsborough scheme which went live in February 2012.
 - Ecclesall Road – following on from last years successful public consultation process, build a number of agreed traffic management measures along this busy road and important shopping centre.
 - City Centre coach management – a study to see how we can relieve coach parking congestion, so helping businesses and boosting Sheffield’s economy through the hospitality sector and tourism.
 - Lorry routing (city-wide study) - a review of what routes are best for lorries to use across the city, following up on issues around Abbey Lane, Mayfield Valley and Attercliffe, looking to work in partnership with freight operators, to designate routes rather than “piecemeal” bans.
 - Taxi facilities – further work in partnership with taxi organisations to improve waiting facilities for taxis
- 3) **New Initiatives:** (primarily focussing on getting the most out of the highway network during the implementation of the ‘Street Ahead’ PFI project)
- Maximising PFI Opportunities – planning a series of small scale changes that can be designed in advance and built at the same time as the main PFI contractor is repairing roads, thereby getting best value for money.
 - 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
 - Low Emission Zone – Further work to investigate/develop an LEZ as part of measures to deliver Sheffield’s Air Quality Action Plan

Local Transport highway maintenance programme 2012-13

- 4.6 In terms of highway maintenance, the LTP settlement confirmed that Sheffield will receive £5.428 million to fund the City’s proposed highway capital maintenance projects in the 2012-2013 year. The Council proposes to invest funds in line with the following provisional allocations:

- Primary Route Network - £750,000
- Footway reconstruction - £480,000
- Carriageway reconstruction - £3,018,000
- Bridge Maintenance - £780,000
- Street Lighting - £400,000

4.7 The £5.428m highways maintenance funding is based upon an annual allocation. However, this grant will no longer be payable under the terms of the PFI agreement ('Streets ahead') project. The allocation will therefore be reduced pro-rata basis when the PFI contract commences. The spending in each area of maintenance will be reduced accordingly.

Next steps

4.8 Subject to agreement at this meeting, approval to spend the allocations within the individually named schemes within the 2012-2013 programme will be gained through the formal Capital Approval process.

Relevant Implications

4.9 The central South Yorkshire ITA cash grant will be claimed from the South Yorkshire Integrated Transport Authority as expenditure is incurred throughout the year. Discussions are still ongoing internally and with South Yorkshire partners about how commuted sums required through the 'Streets ahead' project to maintain the new transport infrastructure constructed in 2012-13 will be funded. 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. A full Equality Impact Assessment has been undertaken for this scheme. The LTP 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 LTP aims to provide real travel choices and alternatives, in particularly for the more disadvantaged groups in society. Everyone is affected by transport issues, the LTP is of universal positive benefit to all regardless of sexuality, ethnicity, religion, disability, gender and age.

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 Member to ensure that the proposed transport capital programme for 2012-2013 meets the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Council Officers have worked with South Yorkshire partners and Cabinet lead Member to ensure that the proposed transport capital programme for 2012-2013 meets the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and SYLTP.

7.0 RECOMMENDATIONS

- 7.1 Approve the proposed allocations of integrated transport and maintenance funds for the 2012-2013 year.
- 7.2 Instruct officers to seek appropriate financial approval for each project through the formal Capital Approval process.

Simon Green
Executive Director, Place

26 April 2012

Appendix A: Sheffield's Local Transport Schemes by Programme 'Block' 2012-13

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

Programme Block	Comments	2012/13 Allocation £000
Low Emission Zone (LEZ)	Further work to investigate/develop an LEZ as part of measures to deliver Sheffield's Air Quality Action Plan	20
Ecclesall Road Smart Route	Package of traffic management measures, jointly funded with SYPTE	200
Congestion Target Routes	Completion works on Chesterfield Road	30
Permit Parking Zone Strategy	Includes implementing the Upperthorpe and Netherthorpe scheme, developing the St Vincents scheme and reviewing the Hillsborough scheme.	270
"Driving Me Crazy" Schemes	Continuing the successful programme commenced in 2009/10. Right turn from Penistone Road into Owlerton Green is the preferred scheme.	50
Traffic Signals Enhancements	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	50
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	80
Public Transport Measures	Total	355
Sheffield Bus Agreement, including bus hotspots programme	Expanding existing hotspots programme to handle city-wide launch of the Sheffield Bus Agreement	280
Bus Rapid Transit contribution	Continued contribution to management of (successful) major scheme design development programme schemes – levers in up to £600,000 external funding in 12/13	50
Air Quality Monitoring		25
Miscellaneous	Total	368
PFI Opportunities	New small scale initiatives to complement PFI maintenance programme	125
Various miscellaneous small scale initiatives	Covers £50k commitments carried over from 2011-12	50
LTP programme management		183
LTP Monitoring	Overall traffic trends and performance indicator monitoring	10
Total programme		3193