



# SHEFFIELD CITY COUNCIL

## Individual Cabinet Member Report

<b>Report of:</b>	Executive Director, Place
<b>Date:</b>	12 /12/2013
<b>Subject:</b>	Investing in Sheffield's Local Transport system: 2013/14 Update and 2014/15 Proposals
<b>Author of Report:</b>	Dick Proctor Tel: 2735502
<b>Summary:</b>	The purpose of this report is to report on progress in delivering the Council's overall transport capital programme in 2013/14; and to gain outline approval for the draft programme for 2014/15.

### 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 programmes for 2013/14 and 2014/15 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.

### Recommendations:

- Endorse the updated current 2013/14 Local Transport Plan programme;
- Approve the proposed allocations for the draft 2014/15 Local Transport Plan programme, as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year;
- Endorse the continued 2013/14 and 2014/15 programmes for Local Sustainable Transport Funds, the Better Buses Area Fund (BBAF) and the Better Bus Area (BB2) as approved by the Department for Transport.
- Note the differing levels of flexibility available for the various funding streams.
- Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

**Background Papers:** Appendices A-D: Outline programme details by funding source

**Category of Report:** OPEN

## 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>
NO
<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>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<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: 2013/14 UPDATE and 2014/15 PROPOSALS**

### **1.0 SUMMARY**

- 1.1 The purpose of this report is to report on progress in delivering the Council's overall transport capital programme in 2013/14 and to gain outline approval for the draft programme for 2014/15.

### **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.
- 2.4 The BB2 capital programme is a five year national pilot initiative, and is at various stages of development and delivery. The core elements are similar to other LTP, LSTF and BBAF funded work, investing in improved infrastructure to increase efficiency and reduce the cost of bus operations on a number of key corridors (thereby reducing the need for Government direct grant assistance to operators).
- 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 The transport programme also makes a significant contribution to the Council's new Public Health role, and links to ongoing "Olympic Legacy" work via Sheffield's National Centre for Sport and Exercise Medicine, by promoting "Active Travel" (walking and cycling).

### **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 help improve the lifestyle and health of all Sheffield residents

3.3 The schemes and programmes proposed are very closely aligned to the 25-year Streets Ahead Highways Maintenance Programme. This enables maximum value-for-money whilst minimising the disruption caused by repeated roadworks.

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

#### **Introduction**

4.1 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 £3.35m in 2013/14, and is expected to increase to £4.48m for 2014/15.

4.2 In recent years the Government has also provided other dedicated funding streams for transport initiatives for authorities to bid for according to specific guidelines. Local Sustainable Transport Fund (LSTF), Better Buses Area Fund (BBAF) and Better Bus Area (BB2) resources are now both available to the South Yorkshire Partnership following successful bids. "Pinch Point" funding has been awarded to

Sheffield City Council for improvements to Penistone Road. Additional future funding opportunities include an extension to LSTF, “Green / Cleaner” Buses and Cycling initiatives.

- 4.3 The Local Sustainable Transport Fund was 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.
- 4.4 The “Better Buses Area Fund” is a two-year South Yorkshire wide programme, approved by DfT in March 2012, with £4.91m shared across the four districts and SYPTE. This is due for completion in March 2014.
- 4.5 A second “Better Bus Area” fund (BB2) was awarded to the Sheffield Bus Partnership in February 2013 in recognition of the ground-breaking Voluntary Agreement between the principal bus operators, SYPTE and the City Council that was launched in October 2012. This programme totals £18.3m spanning a five year period - £6.7m revenue activities (coordinated by SYPTE) and £11.6m capital investment. The Council is again responsible for leading on the delivery of these capital projects on behalf of the Sheffield Bus Partnership.
- 4.6 “Pinch Point” funds are another government initiative aimed at tackling congestion nationally. Sheffield submitted a bid for Pinch Point funding for improvements to Penistone Road, based on previous work aimed at improving access to employment sites along the Upper Don Valley. In May 2013, DfT awarded £3.013m for this scheme, to be used by 31<sup>st</sup> March 2015.
- 4.7 Since initial approval of the current 13/14 programme, processes and procedures relating to the interface between the capital programme and the Streets Ahead highways maintenance contract have significantly matured. This has included work on commuted sums, previously shown as a lump sum in the overall programme, and now calculated for each individual project. Details of the programme have also changed over the year so this paper provides an update on the overall make-up of the 13/14 programme.
- 4.8 The Council’s formal Capital Approval process requires full Cabinet sign-off for each funding stream programme as outlined above, and each scheme within these. The lower flexibility 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 funding allocations prior to the Council’s overall budgets being agreed early in the New Year.

- 4.9 As described above, the funding streams have different timescales of availability. 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). The Pinch Point funds similarly must be expended by the end of March 2015, requiring good progress on design this year. 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 13/14 LTP programme
- 4.10 The SYLTP partnership wishes to ensure all of the sub-region’s 2013/14 and 2014/15 funding allocations are fully spent in order to demonstrate to Government that we can deliver the programme and hence encourage the DfT to maximise future allocations for South Yorkshire.
- 4.11 Another very significant influence on timing is 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 is therefore now central to the priorities for the Council’s overall transport capital programme over the next five years.

### **Local Sustainable Transport Fund Programme**

- 4.12 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.
- 4.13 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
- 4.14 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)

4.15 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. Appendix A illustrates the overall City Council input to the approved LSTF programme.

### **Better Buses Area Fund Programme**

4.16 The “competitive” nature of the BBAF bidding process means that this programme was also essentially predetermined. Programme management for BBAF is coordinated by the South Yorkshire Passenger Transport Executive (SYPTe), who again have some limited discretion for flexibility, reporting to SYITA.

4.17 The programme has three core elements: “Smart Ticketing” (led by SYPTe); “Smart Infrastructure” including continued progress (led by the City Council) on highway improvements to the Sheffield – Mosborough key bus route and on Ecclesall Road; and “Smart Management” of Sheffield’s roads through minor 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, including the use of four relocateable enforcement cameras

4.18 In this final year of the BBAF programme, the City Council is leading on the delivery of projects worth £991,000. These are summarised in Appendix B.

### **The “Better Bus Area” (BB2) Programme**

4.19 This is a similar programme to BBAF, except that it is specific to the Sheffield District as “reward” for the launch of the ground-breaking Sheffield Bus Partnership. It comprises a new five year capital and revenue programme, the capital element of which increases 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. The programme is coordinated by the PTE but delivery of most of the infrastructure projects rests with SCC

4.20 Appendix C illustrates the current summary outline programme, but early work focusses on improvements to the Chesterfield Road corridor (including remodelling Meadowhead roundabout), to Penistone Road and Barnsley Road, and to the Sheffield - Gleadless key bus corridor.

- 4.21 Infrastructure investment again needs to tie into the Streets Ahead programme to minimise disruption and maximise value-for money. Further refinement of the programme will need to be agreed through the Bus Agreement Partners initially and will then be reported to the Cabinet Member and to SYITA as appropriate.

### **Penistone Road Pinch Point project**

- 4.22 This is a specific project designed to tackle congestion problems at four key junctions along Penistone Road, thereby improving access to key employment and regeneration sites along the Upper Don Valley. In response to the Council's bid for funds, the DfT awarded £3.013m to be spent by March 2015. The project significantly overlaps the "BB2" Penistone Road proposals and both are being designed to closely align with Streets Ahead core maintenance work planned for 2014/15. The project is listed alongside the BB2 programme in Appendix C.

### **2013/14 Local Transport Plan Programme**

- 4.23 The LTP capital settlement granted to SYITA in 2013/14 provided £3.35m to the City Council. This allocation was confirmed at the SYITA meeting on 4<sup>th</sup> April 2013, the Council's Cabinet Highways Committee having approved a provisional programme on 12<sup>th</sup> December 2012. Individual schemes have then been progressed through the Council's Capital Approval Process throughout the year. A similar timescale is envisaged next year following today's report.
- 4.24 Subsequent to the December 2012 Cabinet Highways Committee, an additional £1.5m of LTP funds became available having been carried over from the previous year, leading to a total LTP programme value of approximately £5m. Appendix D illustrates the updated allocations for the current year's LTP programme, taking on board changes to processes and procedures relating to the Streets Ahead maintenance programme. Members are asked to note and approve these revisions.
- 4.25 A summary of the types of schemes currently being delivered in the 2013/14 LTP programme is therefore as follows:

<b>2013/14 LTP Programme by Block Allocation</b>	<b>£ million</b>
Road Safety schemes	<b>0.965</b>
Action linked to "Streets Ahead" Programme	<b>1.425</b>
Action for Pedestrians	<b>0.551</b>
Action for Cyclists	<b>0.491</b>
Traffic management schemes	<b>0.638</b>
Public Transport measures	<b>0.371</b>
LTP management, monitoring, development and other small scale initiatives	<b>0.095</b>
<b>Total (£4.377m currently available)</b>	<b>4.420</b>

## Proposed 2014/15 Local Transport Plan Programme

- 4.26 For 2014/15, approximately £4.48m 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.

In the coming year, there will be a number of **commitments for continuing existing initiatives**. These include:

- 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 – 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.
- The citywide programme of projects under the banner of “Enhancements to the Streets Ahead Programme”, including pedestrian crossings, refuge islands, school entrance schemes – 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 with input from ward Councillors;
- Another city-wide programme, again linked to Streets Ahead, of small scale cycling opportunities;
- Cycle Routes - continued progress on a programme of on-street facilities and off-road “Green Routes”, encouraging more people to try different ways of travelling to work and adopt healthier lifestyles whilst avoiding congestion. The LTP investment also enables development work for future bids for DfT funding such as “Cycle Ambition Grant”; “Cycling Cities” etc.
- Crookes /Nile Street pedestrian crossing - construction is planned for the summer holidays (July 2014)
- Sheffield Bus Agreement Work –the Council’s contribution to the 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.
- A residual contribution to the project management aspects of the Bus Rapid Transit (North) project in the Lower Don Valley, which now has approval for Government funding and is due to start on site in April 2014

- Traffic Management schemes – including small scale traffic signal enhancements and camera enforcement schemes
  - Permit Parking schemes – continued development and implementation of this programme, building on work already done with local communities.
  - Public Rights of Way improvements – a rolling annual programme
- 4.27 2014/15 will also see opportunities for new initiatives. These might include:
- Contributing to an emerging upgrade of the Hallam University / Knowledge Gateway area of the city centre, by investing in walking and cycle routes;
  - Jointly with the PTE, contributing to a new programme of bus stop upgrades, maximising the opportunity presented by Streets Ahead;
  - Investigating a 20 mph speed limit in the City Centre (with investigation work funded by the South Yorkshire Safer Roads Partnership)
  - Supporting East Midlands Trains in enhancing drop-off arrangements and cycle parking and access at Sheffield rail station
- 4.28 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>Draft 2014/15 LTP Programme by Block Allocation</b>	<b>£ million</b>
Road Safety schemes	<b>0.990</b>
Action linked to “Streets Ahead” Programme	<b>1.500</b>
Action for Pedestrians	<b>0.390</b>
Action for Cyclists	<b>0.550</b>
Traffic management schemes	<b>0.470</b>
Public Transport measures	<b>0.460</b>
LTP management, monitoring, development and other small scale initiatives	<b>0.120</b>
<b>Total (£4.480 provisionally available)</b>	<b>4.480</b>

- 4.29 The provisional detailed LTP programme for 2014/15 is set out in Appendix D

**Next steps**

- 4.30 Subject to agreement at this meeting, approval to spend the allocations within the individually named schemes within the 2014/15 programmes will all be sought through the formal Capital Approval process.

## Relevant Implications

- 4.31 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 has been reached with South Yorkshire partners about use of LTP funds to cover the whole-life costs (commuted sums) of the new transport infrastructure constructed, the eligibility of other funding streams for this purpose is still being discussed. 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.
- 4.32 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.
- 4.33 A full Equality Impact Assessment has previously been undertaken for the Transport Capital Programme in December 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 particular 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.
- 4.34 Legal Implications: SYPTE as the Transport Authority for the metropolitan district of Sheffield is responsible for improving public transport and Sheffield City Council as the Highway Authority has the responsibility for local roads and traffic management and is under a duty to enable all traffic to flow freely by making sure roads are used efficiently and with reduced congestion. SYPTE is responsible for producing the LTP and the Council is accountable for ensuring that the Network Management Duties have been successfully undertaken. The Council also has the power to take steps to meet local transport needs in the light of local circumstances together with a power to enter into partnerships with bus operators in order to support more coherent planning and delivery of local transport.
- 4.35 There are also 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, forms the core of this Council commitment.

- 4.36 The schemes outlined above will enable the Council to fulfil its statutory duties.

## **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 programmes for 2013/14 and 2014/15 meet 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, Better Buses and Pinch Point funding, 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 programmes for 2013/14 and 2014/15 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 Endorse the updated current 2013/14 Local Transport Plan programme;
- 7.2 Approve the proposed allocations for the draft 2014/15 Local Transport Plan programme, 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 Endorse the continued 2013/14 and 2014/15 programmes for Local Sustainable Transport Funds, the Better Buses Area Fund (BBAF) and the Better Bus Area (BB2) as approved by the Department for Transport.
- 7.4 Note the differing levels of flexibility available for the various funding streams.
- 7.5 Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

Simon Green  
Executive Director, Place

25 November 2013

**Appendix A: The 2013/14 and 2014/15 LSTF Programme:**

**(SCC involvement: Lead and / or Delivery)**

<b>Programme Block</b>	<b>Scheme</b>	<b>2013/14 allocation (£000's)</b>	<b>2014/15 allocation (£000's)</b>
<b>Cycling Package</b>	• Blackburn Valley cycle route	12	0
	• Upper Don Valley Cycle Route	50	0
	• SY Bike Boost	40	40
	• SY Cycling Training	37	37
	• SY Repair and ReCycle	25	25
<b>Behavioural Change Package</b>	• Targetted Safer Sustainable Travel Campaigns	70	70
<b>Don Valley Enterprise Corridor</b>	• SYITS (South Yorkshire Intelligent Transport System)	329	221
	• Cycle Route - Lower Don Valley - SCC	388	TBC
	• Plugged In South Yorkshire (Don Valley) - SCC	106	108
	• Sheffield –Woodhouse Key Bus Route (PTE led)	605	344
<b>Business and Employer Sustainability Toolbox (BEST) (Behavioural Change)</b>	• ECO Academy – Eco-driving Sheffield – SRP	155	198
	• ECO Academy – Young Driver Training – SRP	138	134
	• Walkboost – workplace – SCC	302	445
	• Walkboost – Walk to work – SRP	82	62
	• Cycleboost –Park that Bike - SCC	58	47
	• Cycleboost –Workplace Dr.Bike - SCC	96	41
	• Cycleboost –Bike Leasing (Bikeboost) - SCC	244	168
	• Cycleboost –Workplace Adult training - SCC	171	91
	• Travel Training (2) - SCC (Children and Young Peoples Service)	146	101
	SY Marketing and Communications – Safer Sustainable Travel – SRP (Safer Roads Partnership)	167	124
	• SY Marketing and Communications – Young People's Travel Training – SRP	72	51
<b>Total)</b>		<b>3293</b>	<b>2300+</b>

## Appendix B: The 2013/14 “Better Bus Area Funds” Programme

Programme Block	Scheme	2013/14 allocation (£000's)	2014/15 allocation (£000's)
Smart Infrastructure	• Ecclesall Road Corridor	83	N/A
	• Sheffield – Mosborough Corridor	609	N/A
Smart Management	• Improved clarity and enforcement of peak period waiting restrictions	184	N/A
	• Improved clarity and enforcement of bus gates	115	N/A
<b>Total</b>		991	N/A

## Appendix C: The 2013/14 and 2014/15 “Better Buses Area” (BB2) Programme

Programme Block	Scheme	Current 2013/14 allocation (£000's)	2014/15 allocation (£000's)
More Efficient Infrastructure	• Chesterfield Road Corridor (Meadowhead)	842	TBA
	• Chesterfield Road Corridor (Heeley area)	50	TBA
	• Penistone Road Corridor	50	TBA
	• (Penistone Road – separate “Pinch Point funding but heavily linked to BB2 programme)	900	2113
	• North Sheffield Corridor – Phase 2	50	TBA
	• Sheffield –Gleadless Corridor	250	250
	• City Centre Urban Traffic Control Programme	50	TBA
	• Citywide Bus Hotspots	50	250
Improved Passenger Facilities	• Audio-Visual on-bus information systems	50	TBA
<b>Total</b>		2,292	4500 (prov.)

**Appendix D**  
**Sheffield's updated 2013/14 LTP Programme, and draft proposals for 2014/15**

SY Cost code	SCC BU ref	PROGRAMME BLOCK ALLOCATION	DESCRIPTION	revised 2013/14 allocation (after SYITA review Oct'13)	DRAFT Proposed 2014/15 allocation
		<b>Public Transport Programme</b>			
S034	94177	Ecclesall Road Smart Route Package	Package of traffic management measures, jointly funded with SYPTE and match funding LSTF – including parking management work	£57,000	£50,000
S085	93092 94445	Sheffield Bus Agreement (incl Hotspots)	SCC contribution to Sheffield 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.	£270,000	£200,000
		Bus stop upgrades aligned to Streets Ahead work	New allocation co-funded jointly with SYPTE to maximise Streets Ahead opportunities for modification and improved accessibility	£0	£200,000
S077	93887	Sheffield Bus Rapid Transit North Contribution	Continued contribution to management of (successful) major scheme development and delivery	£44,000	£10,000
S095		<b>Network Management Programme</b>			
	94310	Chesterfield Road Package	final removal of bus pre-signals on Meadowhead; various other minor traffic management measures	£11,000	£40,000
	93110	Meadowhead roundabout contribution to BB2 scheme	SCC contribution to the broader network management improvements at this strategic junction	£100,000	£50,000
		Traffic signals enhancements	annual programme of equipment upgrades in alignment with Amey signals maintenance work (13/14 increase funded by 12/13 carryover)	£44,000	£20,000
		Streets Ahead related revisions to waiting restrictions etc	provision of new programme in response to continued public requests for small scale revisions of waiting restrictions (yellow lining schemes)	£10,000	£50,000
	93095	Taxi facilities	Continuing a rolling programme of schemes, including the provision of new ranks (13/14 increase funded b 12/13 carryover)	£27,000	£25,000

	94449	Driving Me Crazy	completion of previous programme, now superceded by PFI related	£16,000	£0
		HGV work	Continuing the current HGV routing study and developing early measures to promote freight routes – increase needed to cover extended public liaison work	£80,000	£25,000
		City Centre coach parking study	Feasibility work to provide solution to long-term problem	£0	£10,000
S096		Inner Ring Road related measures	residual commitments – now completed	£50,000	£0
S092		<b>SCC Permit Parking Programme</b>	Permit Parking schemes – continued development and implementation of this programme ( <i>currently £300,000 allocated against “S092” at South Yorkshire level</i> ).		
	92846	Hillsboro PPS Review	No further requirement in 14/15	£70,000	£0
		TRO enforcement upgrades, equipment		£100,000	£100,000
	94366	St Vincents / St Georges PPS		£40,000	£25,000
	92746	Upperthorpe PPS		£80,000	£25,000
		Park Hill / Atlas PPS		£10,000	£100,000
		<b>Accessibility Programme</b>			
S091		SCC Streets Ahead Accessibility Opportunities (small schemes)	City wide programme linked to Streets Ahead, of smaller scale opportunities such as provision of dropped crossings, guard rails, removal of old street clutter etc	£800,000	£800,000
S097	var.	SCC Streets Ahead Accessibility Enhancements (larger schemes)	Citywide programme, including pedestrian crossings, refuge islands, school entrance schemes – focussed on the zones where Amey are programmed to be working	£625,000	£700,000
S094		SCC "Action for Pedestrians" Programme (includes Crookes/Nile St; PROWIP)	<i>(currently £530,000 allocated against “S094” at South Yorkshire level)</i>		
		Public Rights of Way Improvement Plan	Ongoing programme to fulfil statutory requirement	£120,000	£120,000
		Crookes / Nile St	pedestrian crossing - construction is planned for the summer holidays (July 2014). 13/14 spend is advanced diversions	£80,000	£250,000

		East Bank Road	Complete in 13/14	£147,000	£0
		Psalter Lane	complete	£76,000	£0
	93399	Porter Valley crossing facilities	Largely design work in 13/14	£38,000	£20,000
		Community Assemblies - Completion Programme	All carryover from 12/13 – all now commissioned	£100,000	£0
		<b>Road Safety Programme</b>	<i>(currently £655,000 allocated at South Yorkshire level)</i>		
S075		SCC Accident Savings Programme	Continued citywide strategy to reduce killed and seriously injured (KSIs) on the roads - from existing lists of known problem sites		£300,000
	93661	Prince of Wales Road / Greenland Road	Design making good progress (£15000)	£110,000	
	93351	Wordsworth Avenue	design only in 13/14, to enable environmental aspects to be addressed (£5000)	£115,000	
	93655	Monteney School	Substantially complete - (£90,000)	£120,000	
		KSI early action work	Contingency fund	£10,000	£10,000
	92769	Accident savings scheme development	to refine future priorities	£10,000	£10,000
	93970	Speed Indication Devices (SIDs) Programme	Rolling annual programme of devices, linked to discussions with ward Councillors	£70,000	£70,000
		School Keep Clear (SKC) Programme	Rolling programme of introducing enforceable restrictions to advisory “zig-zag markings” at schools, geared to align with 20mph work and Amey programme	£200,000	£150,000
S083	94438	road safety audit work	Work required to respond to the outcome of Stage 3 (as built) Road safety Audits	£40,000	£40,000
S087	97985	SCC 20mph Speed Limit schemes Programme	Citywide strategy to develop 20mph speed limits across local areas, aligned to Streets Ahead Programme. Sizeable ongoing programme	£300,000	£400,000
		Development of potential City Centre 20 mph speed limit	Reviewing potential funding options from South Yorkshire Safer Roads Partnership	0	£10,000
		<b>Cycling Programme</b>			

S098	93370	SCC Streets Ahead Cycling Enhancements	City-wide programme, again linked to Streets Ahead, of small scale cycling opportunities (late to start this year, processes now operational);	£100,000	£200,000
S086		SCC other Cycling projects	Programme of both on-street and off-road routes, encouraging more people to cycle safely. Investment also enables development work for future bids for DfT funding such as "Cycling Cities" etc (£363000 approved at SY)		
	93557	Connect 2	complete	£86,000	£0
	92741	Upper Don Valley		£80,000	£80,000
	90703	Blackburn Valley	recent progress on land issues plus surveys and development of phase 2 options	£85,000	£80,000
	92903	Lower Don Valley	Continued progress of largely off-road route; mostly funded through LSTF	£14,000	£10,000
	92913	Little Don route	Local contribution to Peak Park / Barnsley "Cycle Ambition Fund" initiative	£0	£100,000
		City Centre Signing	complete	£10,000	£0
	92872	City Centre Cycle Ring Route	will be completed this year, no funding requirement in 14/15	£100,000	£0
		Green Routes Network Development	New allocation to enable development work - includes various surveys	£20,000	£80,000
		<b>Miscellaneous</b>			
		Regeneration and Development Partnership activity	New Contribution to emerging "Knowledge Gateway" project - investing in walking and cycle routes	£50,000	£100,000
S076		Sheffield Air Quality Programme	Scale of next year's requirement to be confirmed	£45,000	£20,000
		<b>TOTALS</b>		£4,560,000	£4,480,000
		<b>(resources available)</b>		(currently) £4,377,000	Provisional: £4,480,000