



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Report

Report of: Executive Director, Place

Date: 10/04/2014

Subject: Investing in Sheffield's Local Transport system:
The 2014/15 Capital Programme

Author of Report: Dick Proctor; Tel: 2735502

Summary: The purpose of this report is to confirm the previously reported overall transport capital programme for the Council in 2014/15

Reasons for Recommendations:

Council Officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the proposed LTP capital programme for 2014/15 and the current LSTF and "Better Buses" programmes meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

Recommendations:

- Confirm the previously outlined draft 2014/15 Local Transport Plan Programme, subsequent to the Council's overall budget setting process;
 - Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.
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Background Papers: Appendix A: details of the 2014/15 transport capital programme

Category of Report: OPEN

Statutory and Council Policy Checklist

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|---|
| Financial Implications |
| YES Cleared by Matt Bullock |
| Legal Implications |
| YES Cleared by Deborah Eaton |
| Equality of Opportunity Implications |
| YES Cleared by Ian Oldershaw |
| Tackling Health Inequalities Implications |
| NO |
| Human rights Implications |
| NO |
| Environmental and Sustainability implications |
| NO |
| Economic impact |
| NO |
| Community safety implications |
| NO |
| Human resources implications |
| NO |
| Property implications |
| NO |
| Area(s) affected |
| All |
| Relevant Cabinet Portfolio Leader |
| Leigh Bramall |
| Relevant Scrutiny Committee if decision called in |
| Economic and Environmental Wellbeing |
| Is the item a matter which is reserved for approval by the City Council? |
| NO |
| Press release |
| NO |

INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: THE 2014/15 CAPITAL PROGRAMME

1.0 SUMMARY

- 1.1 The purpose of this report is to confirm the previously reported overall transport capital programme for the Council in 2014/15.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 The Council's overall transport programme is now funded from several sources as described in the December 2013 report. The 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

4.0 TRANSPORT CAPITAL PROGRAMME REPORT

Introduction

- 4.1 In December 2013, the Cabinet Member for Transport provisionally endorsed a programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main source for this, provided 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, now led by the Barnsley, Doncaster, Rotherham and Sheffield Combined Authority. Sheffield's share of the LTP for 2014/15 is now confirmed as £4.523m.
- 4.2 Other funding sources have also been made available to South Yorkshire partners as described in the December report. These are the Local Sustainable Transport Fund (LSTF) and Better Bus Area (BBA) programmes. Sheffield is responsible for leading on the delivery of several of the packages of interventions on behalf of the South Yorkshire Partnership.
- 4.3 The SYLTP partnership wishes to ensure all of the sub-region's 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
- 4.4 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 therefore continues to be central to the priorities for the Council's overall transport capital programme for the next five years.

Proposed 2014/15 Local Transport Plan Programme

- 4.5 For 2014/15, a programme was provisionally endorsed by the Cabinet Member in December 2013, prior to formal receipt and confirmation by the South Yorkshire ITA of the precise funding available. This funding has now been confirmed, and the programme can be ratified in detail.
- 4.6 The December report described the rationale and priorities for the various "block allocations" within Sheffield's LTP programme. The details of the allocations are now set out in Appendix A for confirmation. They can be summarised as follows:

| Draft 2014/15 LTP Programme by Block Allocation | £ million |
|--|------------------|
| Road Safety schemes | 0.993 |
| Action linked to "Streets Ahead" Programme | 1.500 |
| Action for Pedestrians | 0.575 |
| Action for Cyclists | 0.600 |
| Traffic management schemes | 0.415 |
| Public Transport measures | 0.440 |
| Total (£4.523 available) | 4.523 |

A summary of the previously reported other funding programmes is:

| Other 2014/15 funding streams Programmes | £ million |
|---|------------------|
| Penistone Road Pinch Point project | 3.013 |
| LSTF cycling initiatives | 0.360 |
| LSTF Woodhouse bus corridor | 0.950 |
| LSTF other schemes (see appendix) | 0.690 |
| Better Bus Area ("BB2") Programme | 1.440 |
| Other multi-funded projects | 0.750 |
| South Yorkshire Network Management schemes | 0.100 |
| (sub-total) | 7.303 |
| Grand Total | £11.866m |

Next steps

- 4.7 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 Council's formal Capital Approval process.

Relevant Implications

- 4.8 As described in the December report cash claims for LTP funds, cash grants will be claimed from the Barnsley, Doncaster, Rotherham and Sheffield Combined Authority as expenditure is incurred throughout the year. This will include the use of LTP funds to cover the whole-life costs (commuted sums) of the new transport infrastructure constructed.
- 4.9 The financial implications, legal implications, partnership implications and results of an Equality Impact Assessment are all as previously reported in December 2013

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The alternative options for prioritising the allocations of transport funding were also discussed and endorsed in December 2013.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Council Officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the proposed LTP capital programme for 2014/15 and the LSTF and “Better Buses” 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 Confirm the previously outlined draft 2014/15 Local Transport Plan programme subsequent to the Council’s overall budget setting process;
- 7.2 Instruct officers to seek appropriate financial approval for each project through the Council’s formal Capital Approval process.

Simon Green
Executive Director, Place

25 March 2014