

22nd March 2017

SCR CA Capital Programme 2017/18

Purpose of Report

This is a report of the Director of Finance seeking approval of the capital programme for 17/18.

Thematic Priority

This paper covers all Combined Authority activity.

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

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

Recommendations

It is recommended that Leaders;

- Approve the Local Growth Fund capital programme;
- Approve the South Yorkshire transport capital programme
- Approve the use of borrowing to fund investment in the Rotherham bus interchange (£12.5m)

Further approvals for project level capital expenditure are sought in the 'Financial Approvals' paper within this pack.

1. Introduction

1.1 The Combined Authority's capital programme is constituted from various discreet programmes of activity. These can be grouped between:

1. The Local Growth Fund programme; and,
2. The South Yorkshire transport programmes.

1.2 The differentiation between the two groupings reflects how they are discreetly funded, and also the geography of investment.

1.3 The Local Growth Fund programme is funded by the three growth deals awarded to the city region. The geography of investment for this programme covers the whole of the region. Activity resourced under this programme supports the delivery of the Strategic Economic Plan (SEP) aspirations.

- 1.4 The South Yorkshire programmes are funded by grants, capital receipts, and borrowing conducted on behalf of the South Yorkshire Passenger Transport Executive (SYPTTE). This activity is limited to the South Yorkshire geography. Activity resourced supports the South Yorkshire Transport Plan, but that plan should in itself complement the wider SEP.
- 1.5 The capital programmes presented in this paper are marked by the shortfall of grant to cover all the region's aspirations.
- 1.6 The programme highlights the anticipated fall in grant resource available to SYPTTE and partners to fund investment and maintenance transport programmes in South Yorkshire.
- 1.7 This manifests itself in a recommendation that the Authority approves borrowing of up to £12.5m over the next three years to support investment at the Rotherham bus interchange. Attention is also drawn to a need for unfunded investment on Supertram rails for which SYPTTE has a contractual obligation.
- 1.8 The programme further highlights that the Local Growth Fund programme is 'over-programmed' over its life. This principally reflects that the early-commission exercise added an additional £46m to this programme, of which only £37m was funded through Growth Deal 3.
- 1.9 Over time, the Authority will be required to reduce its programme to meet the resource available, or find additional resource.

2. Local Growth Fund Capital Programme

- 2.1 The LGF capital programme is the programme funded through the Authority's Growth Deals with government, and is the centre piece of the Authority's investment programme.
- 2.2 The LGF programme is differentiated from the South Yorkshire Transport programme in scope, funding, and scrutiny.
- 2.3 The LGF programme is managed and commissioned from the SCR Executive, and monitored by the CA Leaders group. South Yorkshire Transport capital activity is monitored through the Transport Committee.
- 2.4 **16/17 LGF Capital Programme Outturn Position**

In 2016/17 the Authority was set a spend target of £75m. This reflects that the Authority is required to spend all resource that it receives within the twelve months of receiving it. This value represented an increase on the prior year of £37m, or 95%. This considerable challenge was exacerbated by the need to also defray £18m of resource unspent in financial year 2015/16 for which government gave us an extension until July 2016 to spend.

This means that for the year, the Authority needed to spend £94m in twelve months, the table below sets out the current programme funding.

The third round of local growth funding is incorporated into the funding profile below based on the indicative profile received when the funding was announced in January, however the final allocations have yet to be confirmed.

Programme Funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Yearly allocation	£39,848	£75,622	£78,038	£45,615	£45,598	£57,542	£19,897	£362,160
funding bf		£18,270						
funded position	£39,848	£93,893	£78,038	£45,615	£45,598	£57,542	£19,897	£362,160

2.5 At quarters 1 and 2 monitoring highlighted that significant slippage was likely to accrue on the 2016/17 programme.

2.6 To mitigate risk of underspend and the potential loss of funding the CA approved commissioning additional schemes able to deliver in year to close the gap between spend and funding – this was known as the ‘early-call’.

2.7 Forecasts for the year, and excluding the projects identified via the early call commissioning process, suggest that the SCR will spend £53m against the programme approved by the CA in March 2016 of £74.8m:

		Programme	Outturn	Variance	Variance
Theme	Programme	£'000	£'000	£'000	£'000
Infrastructure	SCRIF	£48,124	£33,532	-£14,592	-30%
Transport	STEP	£10,500	£9,085	-£1,415	-13%
Skills	Skills Capital	£10,500	£5,041	-£5,459	-52%
Business Growth	BIF	£4,700	£4,751	£51	1%
Corporate	Capitalised costs	£1,021	£607	-£414	-41%
		£74,845	£53,015	-£21,829	-29%

2.8 Hence without the mitigating action of the early commission 16/17 performance would underspend by £41m when taking into account the requirement to also complete 15/16 spend. There is a remaining risk that this could slip further during the final quarter, a full evaluation of 16/17 spend will be submitted to the CA following the close of financial accounts at the end of Q4.

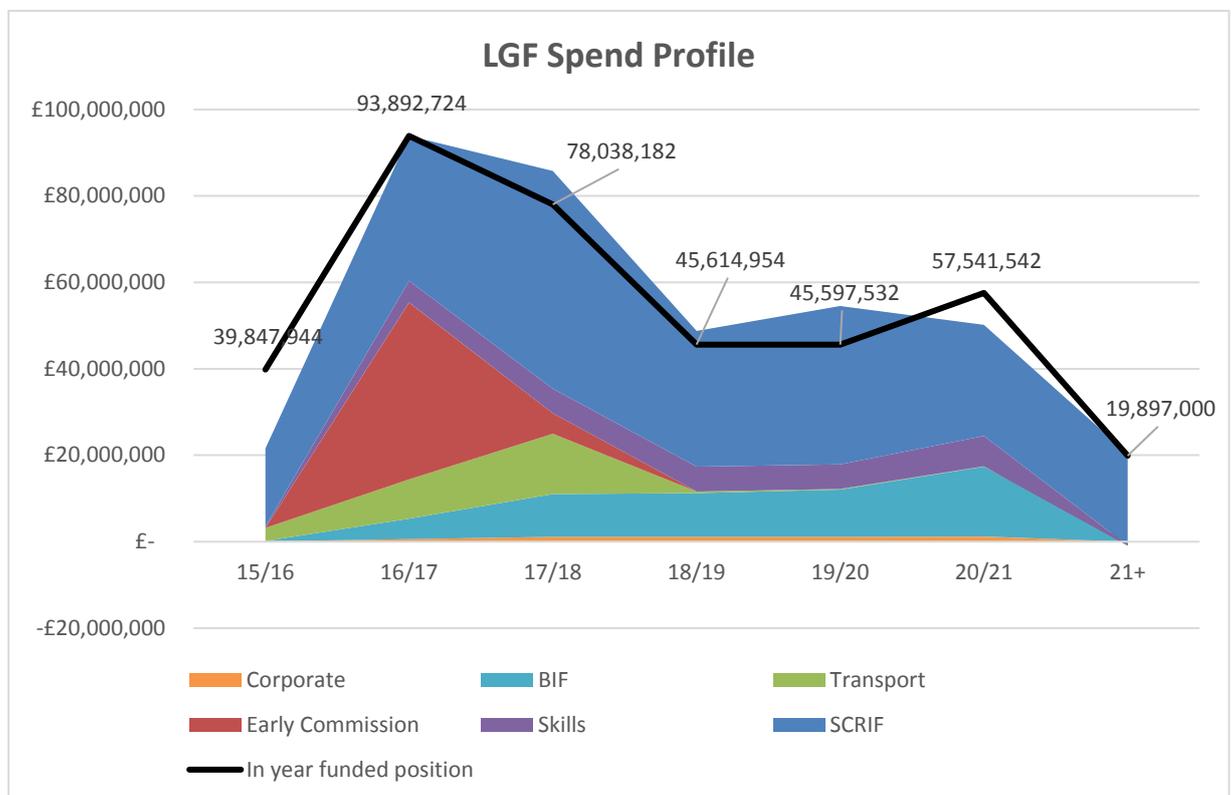
	£'000
LGF 2015/16 underspend	£18,270
LGF 2016/17 allocation	£75,622
Total LGF spend required	£93,893
Forecast expenditure	£53,015
Funding / Spend Gap	£40,877

2.9 The early commission has identified schemes with a combined potential to spend in year of £45.629m. These schemes have either completed or are nearing completion of the appraisal process and have the potential to obviate the current 16/17 performance underspend.

The cumulative funding / spend position is detailed in the table below.

Cumulative	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Funding	£39,848	£115,470	£193,509	£239,124	£284,721	£342,263	£362,160
SCRIF spend	£18,035	£51,567	£101,997	£133,403	£169,984	£195,649	£216,948
Early Commission spend	£-	£40,877	£45,629	£45,629	£45,629	£45,629	£44,738
Transport spend	£3,075	£12,160	£26,108	£26,458	£26,568	£26,678	£26,678
Skills spend	£319	£5,360	£11,000	£16,750	£22,500	£29,500	£29,500
BIF spend	£33	£4,784	£14,684	£24,784	£35,684	£51,884	£51,884
Corporate spend	£116	£723	£1,854	£2,997	£4,151	£5,316	£5,316
Total Spend	£21,578	£115,470	£201,272	£250,021	£304,515	£354,655	£375,063
Funding Surplus / Deficit	£18,270	£0	-£7,763	-£10,897	-£19,794	-£12,393	-£12,904

2.10 Adding the early commission schemes therefore puts the overall programme over budget over the life of the programme. Consequently, the Authority will need to manage the programme effectively and seek efficiency and economy from schemes to enable all aspirations to be delivered, or alternatively find other funding sources. This is exemplified in the following graph.



2.11 Based on the current funding and spend profiles this equates to over programming as indicated in the table below:

Programme / Funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Yearly allocation	£39,848	£75,622	£78,038	£45,615	£45,598	£57,542	£19,897	£362,160
Funding bf	£-	£18,270						
Funded position	£39,848	£93,893	£78,038	£45,615	£45,598	£57,542	£19,897	£362,160
Spend	£21,578	£93,893	£85,801	£48,749	£54,495	£50,140	£20,408	£375,063
In year (under) / overspend	£18,270	-£0	£7,763	£3,134	£8,897	-£7,402	£511	£12,904
% under / over programme	-46%	0%	10%	7%	20%	-13%	3%	4%

2.12 The total over programming of 4% is skewed by the significant under programming in 15/16 which is planned to be obviated in 16/17. Therefore, looking just at 17/ 18 onwards this equates to over programming of 30%.

2.13 SCR CA are therefore asked to note and endorse the forecast CA/LEP capital programme outturn position for 16/17.

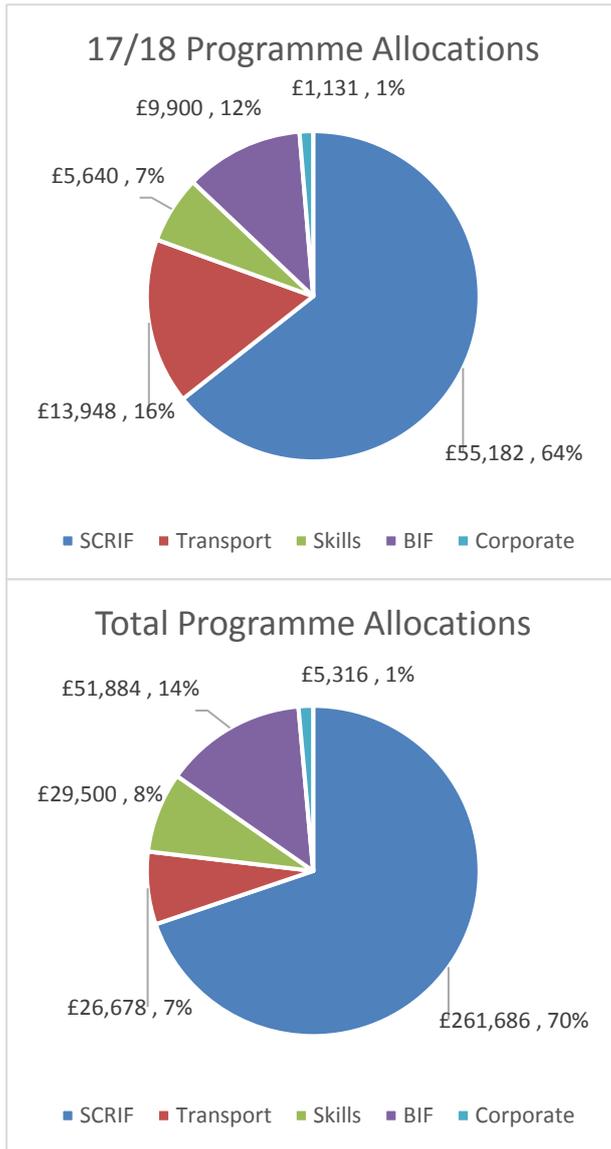
2.14 **17/18 LGF Capital Programme**

On the basis that the full 16/17 funding allocation and all underspend from 15/16 will be completed during the 16/17 financial year as planned the 17/18 capital programme is intended to achieve an outturn position of £78.038m. The current programme has a potential spend of £85.801m in 17/18

The allocations are broken down per theme in year (17/18) and in total as below;

Programme Allocations	2017/18		Programme	
	£'000	% of total	£'000	% of Total
SCRIF	£55,182	64%	£261,686	70%
Transport	£13,948	16%	£26,678	7%
Skills	£5,640	7%	£29,500	8%
BIF	£9,900	12%	£51,884	14%
Corporate	£1,131	1%	£5,316	1%
Total	£85,801	100%	£375,063	100%

NB all early commission schemes are reported under the SCRIF theme.



2.15 Projects with spend planned in 17/18 in each theme are detailed below;

Infrastructure 2017/18

Project	Stage	Authority	Value
SCRIF			£'000
Harworth and Bircotes Phase 2	2 Outline Business Case	BDC	£500
Harworth and Bircotes Step Change Programme Road Improvements	5 Full Approval	BDC	£225
Worksop Phase 2	2 Outline Business Case	BDC	£974
M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	5 Full Approval	BMBC	£2,873
Chesterfield Waterside	5 Full Approval	CBC	£610
Northern Gateway	5 Full Approval	CBC	£3,647
Peak Resort	5 Full Approval	CBC	£2,142
DN7 Unity - Hatfield Link Road	3 Full Business Case	DMBC	£7,545
Doncaster Urban Centre - Colonnades	5 Full Approval	DMBC	£2,120
Doncaster Urban Centre - Lakeside Power	2 Outline Business Case	DMBC	£1,275

Doncaster Urban Centre - Markets	5 Full Approval	DMBC	£3,189
Doncaster Urban Centre - St Sepulchre West / Station Forecourt Phase 1 and 2	5 Full Approval	DMBC	£2,000
Doncaster Urban Centre - The Civic & Cultural Quarter (CCQ)	5 Full Approval	DMBC	£635
Doncaster Urban Centre - Waterfront West	3 Full Business Case	DMBC	£750
Finningley and Rossington Regeneration Route Scheme - Phase 2 (FARRRS)	5 Full Approval	DMBC	£7,325
Brookhill and IRR Junctions	2 Outline Business Case	SCC	£1,150
Central Retail – SRQ	5 Full Approval	SCC	£1,000
Claywheels lane sustainable industries park	3 Full Business Case	SCC	£2,353
G2G 2 – Castlegate	2 Outline Business Case	SCC	£500
Knowledge Gateway	3 Full Business Case	SCC	£2,000
Olympic Legacy Park Infrastructure Works	5 Full Approval	SCC	£1,033
Parkwood Springs	2 Outline Business Case	SCC	£500
Upper Don Valley Flood Alleviation Scheme	2 Outline Business Case	SCC	£150
EZ Funds	5 Full Approval	SCR	£2,500
SCR Housing Intervention Fund	4 Pending Full Approval	SCR	£2,376
SCR Property Fund (JESSICA)	5 Full Approval	SCR	£2,376
Superfast South Yorkshire	5 Full Approval	South Yorks	£3,435
Total			£55,182

LGF Programme Spend

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
Current	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
SCRIF	£18,035	£74,409	£55,182	£31,406	£36,581	£25,665	£20,408	£261,686
Total	£18,035	£74,409	£55,182	£31,406	£36,581	£25,665	£20,408	£261,686

The £4.785m allocation in 17/18 is the balance of the two £10m funds (Property and Housing) potentially not drawn down in 16/17 if all other projects outturn 100% in line with the current profile.

2.16 Transport 17/18

Project	Stage	Authority	Value
Transport			£'000
Market Harborough Line improvements	2 Outline Business Case	other	£5,000
Strategic Testing Tools	5 Full Approval	SCR	£1,240
STEP LTP	5 Full Approval	South Yorks	£6,413
STEP PTE	5 Full Approval	South Yorks	£1,295
Total			£13,948

The STEP programme activity is also reported under the LTP and SYPTE partner activity but is funded by LGF.

LGF Programme Spend

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
Current	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Transport	£3,075	£9,085	£13,948	£350	£110	£110	£-	£26,678
Total	£3,075	£9,085	£13,948	£ 350	£ 110	£ 110	£ 0	£26,678

2.17 Skills Capital 17/18

Project	Stage	Authority	Value
Skills			£'000
Doncaster Rail	5 Full Approval	DMBC	£1,000
Rotherham College	5 Full Approval	RMBC	£3,472
Competitive Fund	1 Pipeline	SCR	£1,168
Total			£5,640

The competitive fund pipeline is a notional allocation for project commissioning planned to commence during 17/18 which ramps up in 2018/19/20/21.

LGF Programme Spend

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
Current	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
skills	£319	£5,041	£5,640	£5,750	£5,750	£7,000	£-	£29,500
Total	£ 319	£5,041	£5,640	£5,750	£5,750	£7,000	£ 0	£29,500

2.18 Business Investment Fund (BIF) 2017/18

Project	Stage	Authority	Value
BIF			£'000
BIF – Pipeline	1 Pipeline	SCR	£3,417
Committed External companies	5 Full Approval	SCR	£4,000
Committed indigenous Investment	5 Full Approval	SCR	£2,483
Total			£9,900

There is a very strong pipeline of projects for the Business Investment Fund (BIF) which may during 17/18 be able to increase the in-year allocation and accelerate spend.

LGF Programme Spend

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
Current	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
BIF	£33	£4,751	£9,900	£10,100	£10,900	£16,200	£-	£51,884
Total	£ 319	£6,186	£4,495	£5,750	£5,750	£7,000	£ 0	£29,500

2.19 Corporate

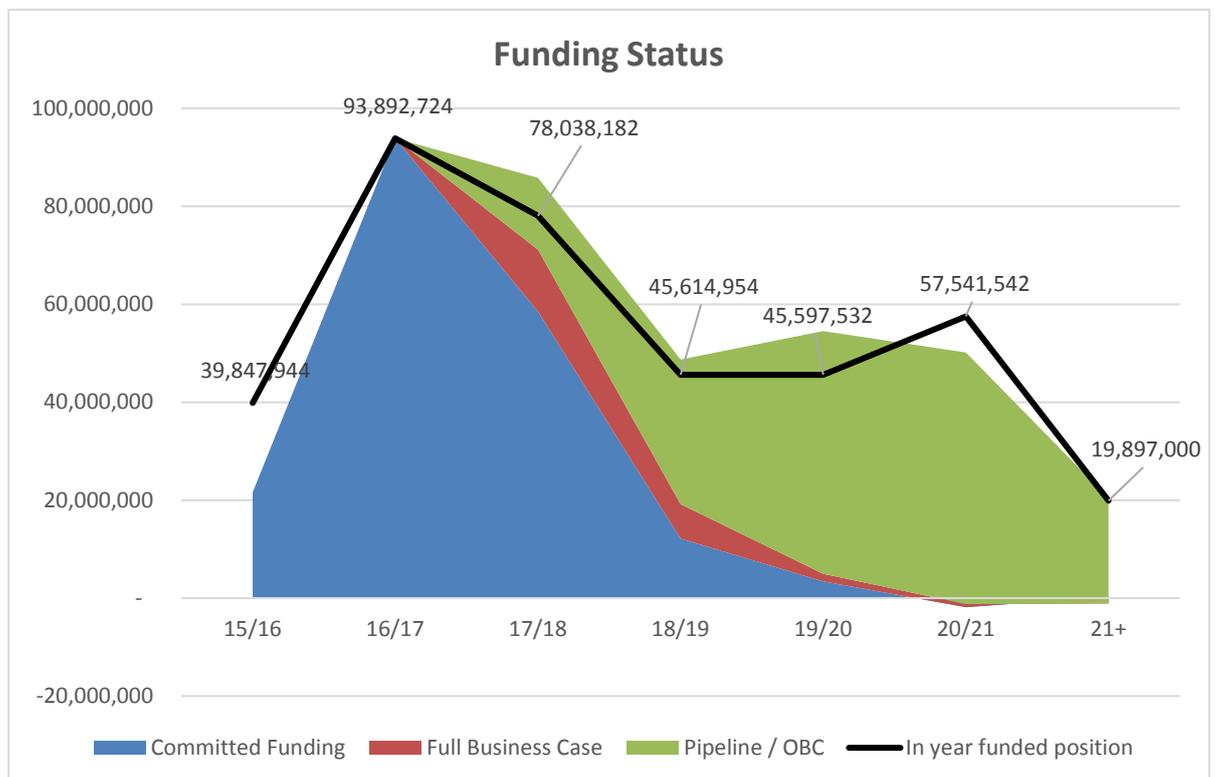
A proportion of the LGF funding is used per year to part finance the SCR capitalised programme team. The 16/17 allocation is expected to reduce at outturn due to the continued delays to filling the empty posts within the SCR Programme team.

LGF Programme Spend

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
Current	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Corporate	£116	£607	£1,131	£1,143	£1,154	£1,165	£-	£5,316
Total	£ 116	£ 607	£1,131	£1,143	£1,154	£1,165	£ 0	£5,316

2.20 Over Programming

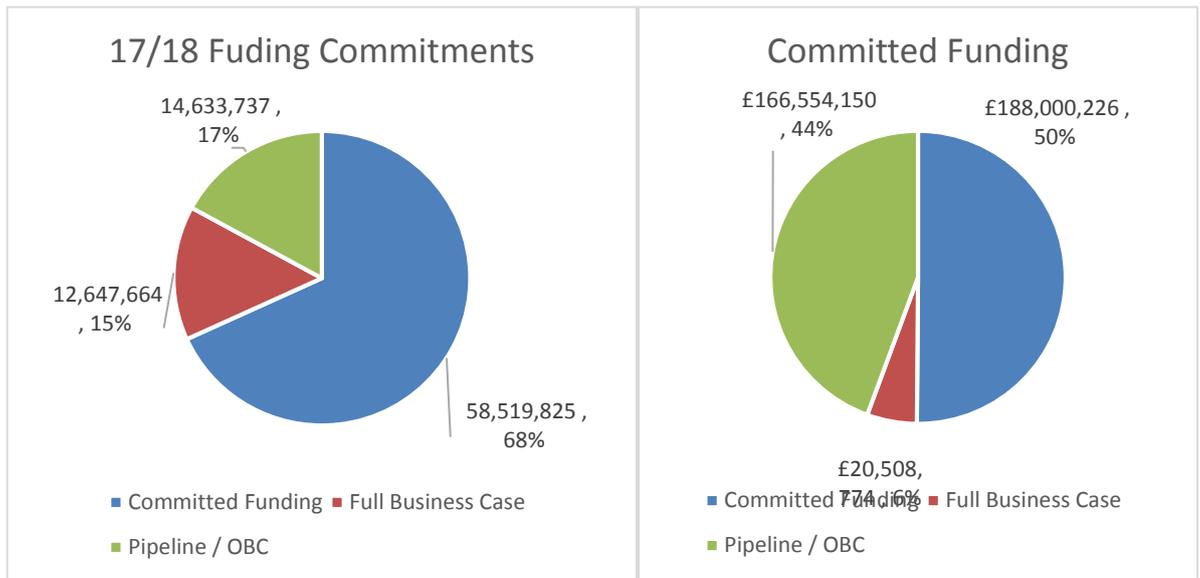
The capital programming currently includes a prudent degree of over programming in the next three years as exemplified in the following graph.



The over-programmed element all relates to projects in the Pipeline / Outline Business Case / Mandate stage of project development for which the CA have not yet granted funding approval. These elements could be slowed or halted during if necessary to reduce the over programming to meet the in-year budget allocations. This allows for a sensible amount of in year movement of programme spend as characterised by a large Capital Programme of this nature.

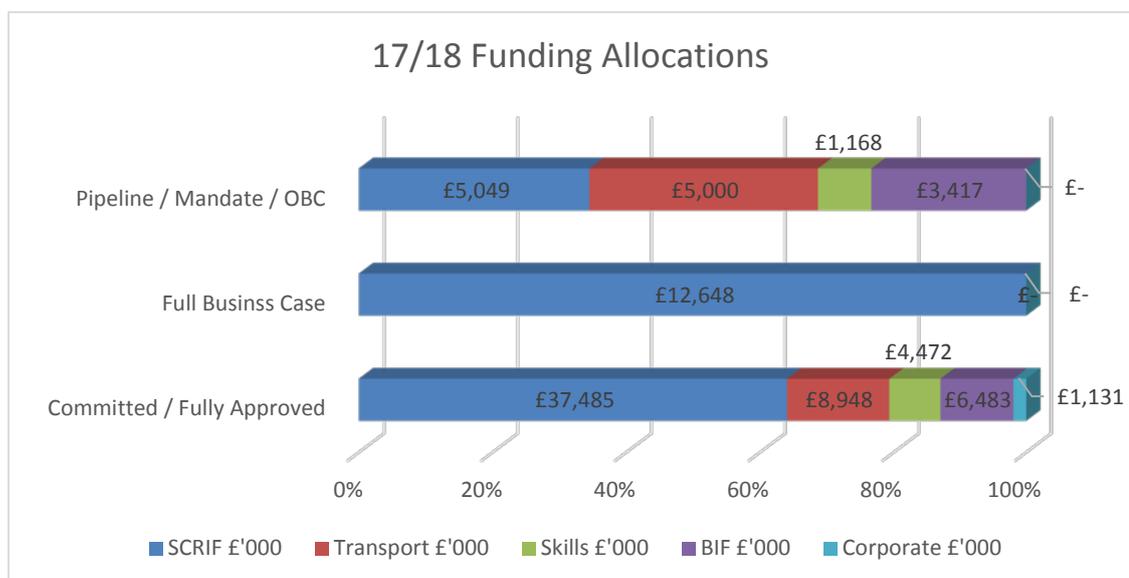
The allocations are broken down (in 17/18 and in total) as below.

Programme Allocations	2017/18	17/18	Total	Programme
Current	£'000	% of total	£'000	% of Total
Committed / Fully Approved	£58,520	68%	£188,000	50%
Full Business Case	£12,648	15%	£20,509	5%
Pipeline / Mandate / OBC	£14,634	17%	£166,554	44%
Total	£85,801	100%	£375,063	100%



50% of the current capital programme (in total) is fully committed with CA approval to spend, 68% of the 17/18 programme is also fully committed, with a further 15% at Full Business Case and 17% at Outline Business Case and pipeline.

2.21 The allocations across all thematic areas are represented by the following graph.

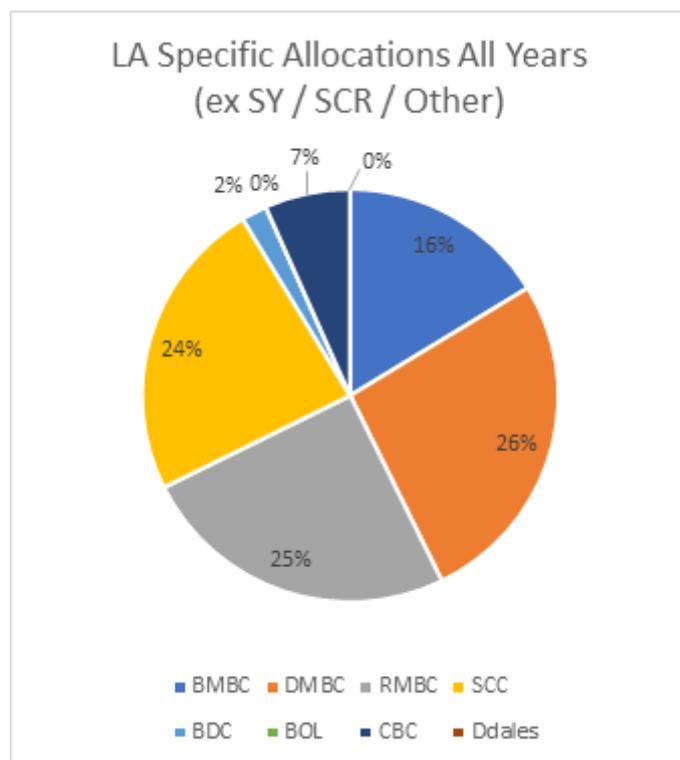


2.22 SCR CA are therefore asked to consider and approve the 17/18 LGF Capital programme as set out in the report and as summarised below:

LGF Programme	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	21+	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
SCRIF	£18,035	£74,409	£55,182	£31,406	£36,581	£25,665	£20,408	£261,686
Transport	£3,075	£9,085	£13,948	£350	£110	£110	£-	£26,678
Skills	£319	£5,041	£5,640	£5,750	£5,750	£7,000	£-	£29,500
BIF	£33	£4,751	£9,900	£10,100	£10,900	£16,200	£-	£51,884
Corporate	£116	£607	£1,131	£1,143	£1,154	£1,165	£-	£5,316
Total	£21,578	£93,893	£85,801	£48,749	£54,495	£50,140	£20,408	£375,063

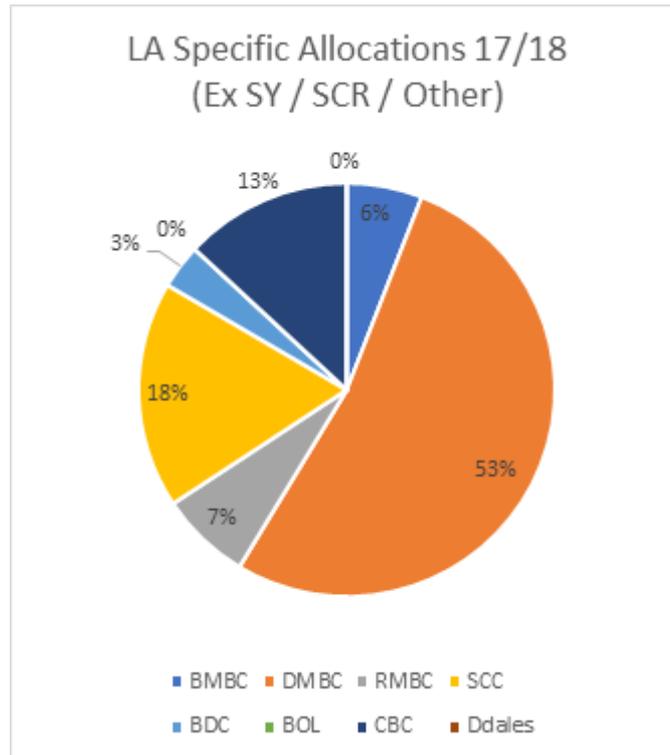
2.23 The LGF funding is allocated based upon the merit of schemes brought forward and appraised by independent experts. However, there is also a commitment to equanimity of investment across geography where possible. This supports distribution of growth and encourages a diverse portfolio of both investment and sponsors to avoid over exposure.

2.24 Over the life of the LGF programme, investment is currently planned to be directed as follows:



This graphic ignores LGF investment into region or sub-region investments such as the loans to the JESSICA investment fund, and the Business Investment Fund which is allocated directly to business rather than local partners.

2.25 In 2017/18, the majority of LGF expenditure will be directed to Doncaster. This reflects the large volume of schemes progressing to delivery sponsored by DMBC:



2.26 SCR finance and programme management officers will liaise closely throughout the year with sponsoring partners to ensure that schemes are delivered on-time in-year to avoid similar underspend issues as experienced in 2017/18.

2.27 South Yorkshire Transport Programme

The South Yorkshire transport capital programme traditionally consists of the following elements:

- SYPTE's capital programme for both major and minor activity;
- The Integrated Transport Block capital programme managed by the Local Transport Partnership team; and
- The Highways Capital Maintenance grant that is passported straight through to local partners.

2.28 Often, the region will also receive one-off capital grants for discreet activity. For 2017/18, it is anticipated that the region will receive discreet funding from the following grant streams:

- The National Productivity Investment Fund, for highways and public transport investment; and,
- The Pothole Action Fund

2.29 To avoid double counting actual investment, this paper will first show the overall programme, then remove the cross-funding such that Leaders can see the actual investment in the region.

2.30 The total capital programme proposed for South Yorkshire transport activity is proposed at £39.7m for financial year 2017/18. This programme will consist of the following areas:

Programme	Managing Agent	Forecast Investment
		£'000
SYPTE	SYPTE	£15,668
Highways Capital Maintenance	SY partners	£11,173
Integrated Transport Block	LTP team	£8,413
National Productivity Investment Fund	SCR Executive*	£3,491
National Pothole Fund	SY partners	£980
		£39,725

*The SCR Executive is assumed to be the delivery agent for this new activity pending consideration of options

2.31 The activity shown above is complemented by the Sustainable Transport Exemplar Plan programme which is funded through the SCR's Local Growth Fund resource. This activity is reported on and managed distinctly to the above funding streams due to the grant stream, but is solely for use within the South Yorkshire districts.

2.32 Taken together, the total programme activity for South Yorkshire transport activity is forecast to be £47.4m:

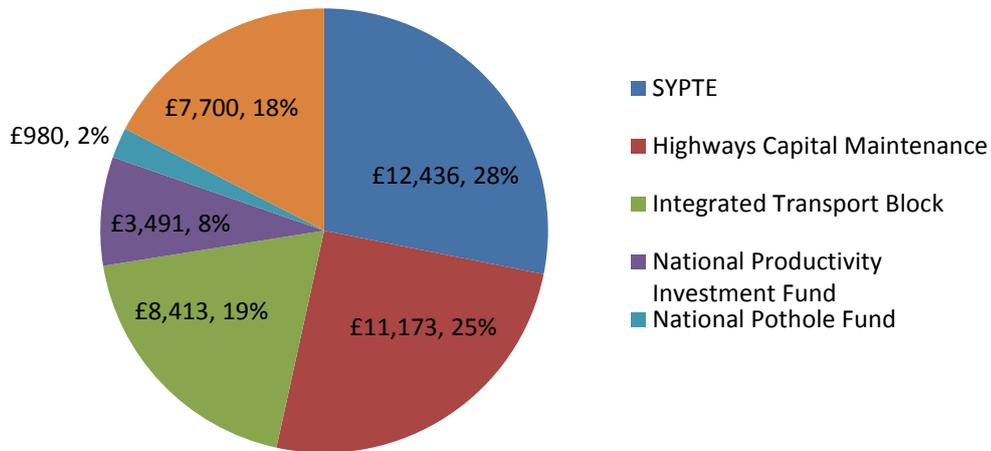
Programme	Funding	Forecast Investment
		£'000
South Yorkshire Transport Capital Programme	Various	£39,725
Sustainable Transport Exemplar Plan	Local Growth Fund	£7,700
Total Proposed Transport Capital Investment		£47,425

2.33 Some of the activity shown above is cross-funded. This means that one area of activity may fund another. This is particularly the case with SYPTE's programme, which is part funded through Integrated Transport Block grant and STEP. To avoid double counting this investment we adjust overall spend to show actual gross expenditure.

2.34 The following table shows that after adjustments for cross-funding that the region proposes £44m of capital investment in South Yorkshire in 2017/18.

Programme	Managing Agent	Forecast Investment	Cross-Funding		Net Forecast Investment
			STEP	ITB	
		£'000	£'000	£'000	£'000
SYPTE	SYPTE	£15,668	-£1,290	-£1,942	£12,436
Highways Capital Maintenance	SY partners	£11,173	£0	£0	£11,173
Integrated Transport Block	LTP team	£8,413	£0	£0	£8,413
National Productivity Investment Fund	SCR Executive	£3,491	£0	£0	£3,491
National Pothole Fund	SCR Executive	£980	£0	£0	£980
Sustainable Transport Exemplar Plan	SCR Executive	£7,700	£0	£0	£7,700
		£47,425	-£1,290	-£1,942	£44,193

2.35 This can be represented graphically as follows:



2.36 Future Years & Key Issues

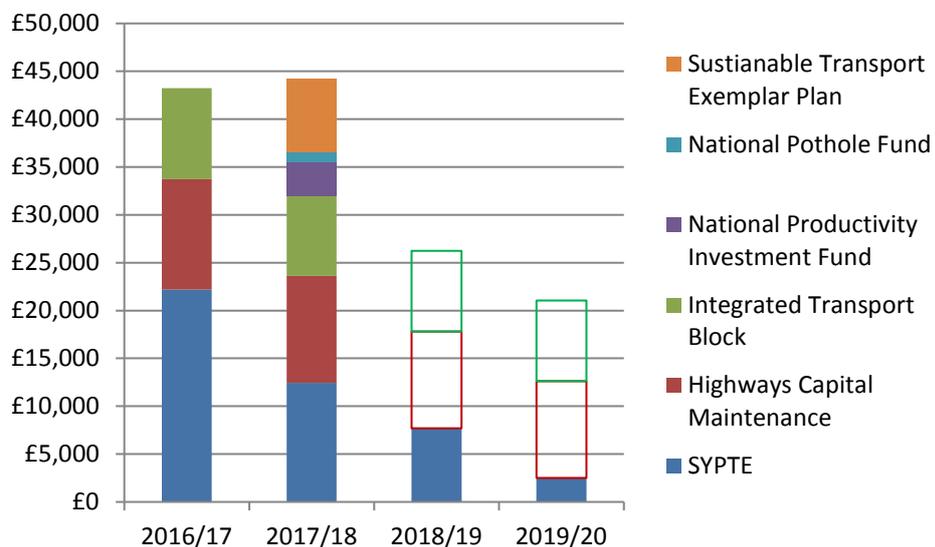
The proposed capital programme for South Yorkshire transport activity is characterised by its decline compared to previous years.

2.37 Committed and programmed activity is forecast to fall considerably in the coming years.

Future Years' Programmes	2016/17	2017/18	2018/19	2019/20
	£'000	£'000	£'000	£'000
SYPTE	£22,197	£12,436	£7,696	£2,507
Highways Capital Maintenance	£11,522	£11,173	£10,113	£10,113
Integrated Transport Block	£9,536	£8,413	£8,428	£8,428
National Productivity Investment Fund	£0	£3,491	£0	£0
National Pothole Fund	£0	£980	£0	£0
Sustainable Transport Exemplar Plan	£0	£7,700	£0	£0
	£43,255	£44,193	£26,237	£21,048

**figures in italics represent only indicative numbers*

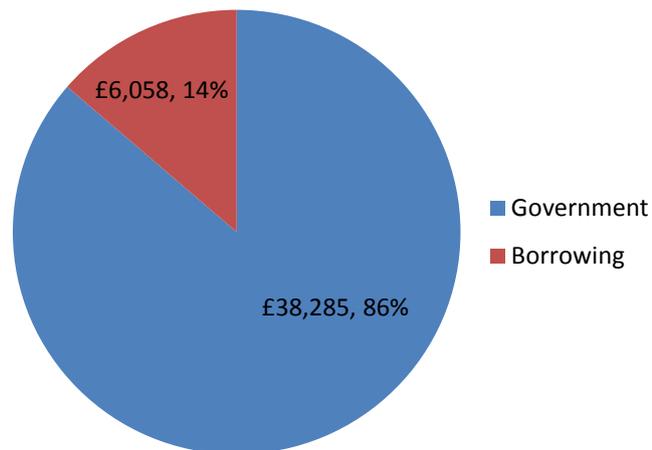
2.38



- 2.39** The forthcoming financial year is the last year in which we have confirmed allocations for Highways Capital Maintenance funding and Integrated Transport Block monies. Notional allocations have been given by the Department for Transport (DfT), but these are at this stage unconfirmed.
- 2.40** The region had agreed a five year commitment for these funding streams under the mayoral 'single transport pot'. This commitment was linked to the devolution process, and as such is expected to fall away. This funding was principally passported to the South Yorkshire partners under previous governance arrangements, so without the devolution monies, the risk that this funding ends or is materially reduced falls largely on the individual highways authorities.
- 2.41** Of equal note is the considerable decline in capital spend in SYPTE's direct programme. This is partially linked to a reduction in resource that would flow from the ITB and STEP allocations, but is also linked to the end of capital resource associated with bus network investment (principally Better Bus Area grants).
- 2.42** This means that without further general resource from a new round of Integrated Transport Block funding, or an extension of the National Productivity Investment Fund to be received in 2017/18, SYPTE capital investment will be restricted to one-off large intervention projects for which it receives direct support.
- 2.43** Leaders should recognise that without a further round of Integrated Transport Block funding there is likely to be no regional resource for small scale but large volume works on highways and public transport infrastructure. Leaders should also note that this funding resources a material part of SYPTE's programme management function and the LTP team, providing indigenous skills and capacity.
- 2.44** The region had hoped this resource would be fixed on the mayoral 'single transport pot' allocations, but must now wait to see if there is a further round of funding that is likely to be reduced on previous rounds.
- 2.45** It is important that as other regional resource is distributed through the Local Growth Fund processes to invest in new schemes and priorities that officers and members reflect on the need to maintain and upkeep existing transport infrastructure priorities. This requires us to carefully consider what we already have, and what we will need to invest in it in the future, before we use all our new resource on alternative newer priorities. Failing infrastructure in one area will inhibit the benefit of new investment in another.

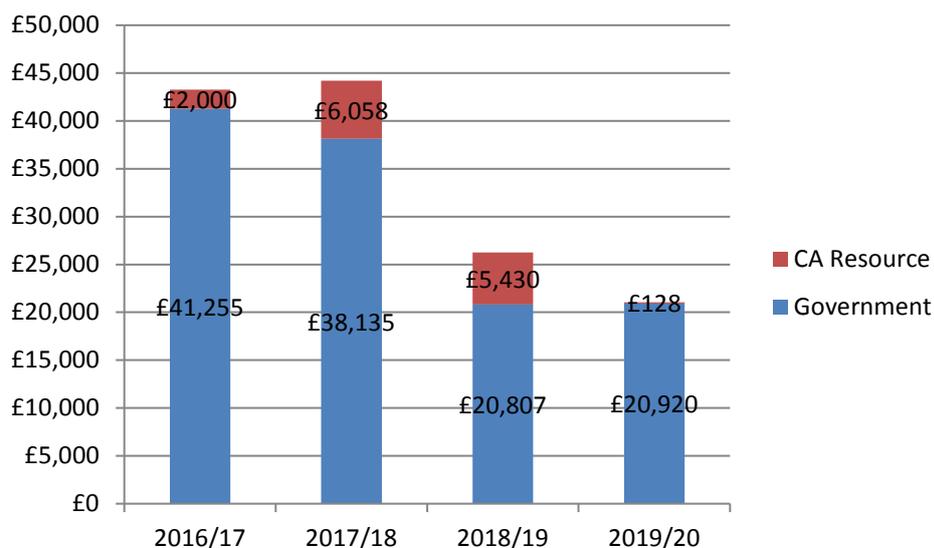
2.46 Where does the money come from?

The resource to deliver a £44m investment programme comes almost entirely from government grant streams. This highlights the region's sensitivity to government spending plans.



- 2.47** Unlike previous years, however, there is a proposal within this programme to borrow to fund works at the Rotherham bus interchange. Serious degradation on the physical infrastructure of the interchange has led to parts of it being closed on health and safety grounds. SYPTTE has a contractual obligation to the current tenant to make good repairs to the facility, and it has been judged that this level of investment is an efficient means of discharging that obligation whilst also securing an effective strategic asset into the future,
- 2.48** 2017/18 represents the last year in which we have fixed government contributions for our Integrated Transport Block and Highways Capital Maintenance allocations. Though government have given indicative allocations for future years, these are likely to be lower than our current levels of funding.
- 2.49** The following table shows where our capital resource has come from, and where we it expect it to be in the coming years:

Programme Funding	2016/17		2017/18		2018/19		2019/20	
	£'000	%	£'000	%	£'000	%	£'000	%
Expenditure	£43,255		£44,193		£26,237		£21,048	
Funding:								
Government Grant	£41,255	95%	£38,135	86%	£20,807	79%	£20,920	99%
CA's own resource	£2,000	5%	£6,058	14%	£5,430	21%	£128	1%
	£43,255		£44,193		£26,237		£21,048	



2.50 The graph shows the increase in the resource the region is putting into the transport capital programme (resourced from levy funded borrowing) set against the relative decline in government grant support.

2.51 It also shows the high dependency on government – and in particular the Department for Transport – for resource. This makes medium term capital programming difficult when government do not commit to spending plans in a timely manner. It also means that our capital investment is largely oriented to government initiatives and priorities rather than specifically on local need.

2.52 How the money is spent

This section of the report deals with the main elements of the transport capital programme. Where individual programmes of activity (ITB, SYPTE) have gone forward for approval they are appended to this paper.

2.53 National Pothole Fund & National Productivity Investment Fund

On the 13th January the government announced two new funding streams that would include allocations for the region.

2.54 This included £918k for pothole repairs, and a £3.5m allocation for investment in highways and public transport infrastructure from the new national productivity fund.

At this stage, details are still relatively unclear on each grant stream.

2.55 Pothole funding has been allocated on road length data held by DfT, but no information is available on how the NPIF funding has been allocated.

2.56 Pothole funding will complement existing highways capital maintenance funding, and it is anticipated that it will be passported straight to the South Yorkshire partners.

2.57 Work is underway between SYPTE and the CA that will deliver a joint asset plan for the financial group. It is intended that this work will allow the group to map out a multi-year asset investment plan, giving early warning of any investment requirements (such as the interchange investment).

2.58 It is intended at this stage that the windfall NPIF funding be used to resource unfunded liabilities. These liabilities will include issues that arise from the asset review underway, or those that are already known such as the Interchange.

2.59 Using NPIF in this manner has the benefit of allowing the Authority to avoid funding

investment through borrowing. As borrowing attracts interest costs, using the NPIF funding in this manner will allow the Authority to leverage the resource to greater effect than using it to fund a scheme that could be funded through other means.

2.60 Highways Capital Maintenance

This element of the programme comes in a direct grant received from the Department of Transport and is passported straight to the South Yorkshire partners – bar Sheffield. Sheffield instead receives direct support from government for its highways PFI scheme.

2.61 The grant resources general maintenance of the highways network, providing funds for pothole repairs and other low level maintenance which is nonetheless a priority for partners and the region in maintaining an effective road network.

2.62 This grant has been in decline for a number of years. A mayoral 'single transport pot' would have given us certainty on resource allocations from government for the next five years, but we will now stand in line for allocations that are expected to be announced later this year.

2.63 The following graph shows the fall in resource over the last few years, along with indicative allocations to 2019/20:



2.64 The table exemplifies that since 2012 resource available for this activity has fallen by around 29%.

2.65 As this funding is passed directly to the South Yorkshire partners (bar Sheffield) the pressure to maintain the network with reduced funding falls onto the local partners. However, it is in the interest of the region as a whole that the network is maintained.

2.66 The region receives maintenance grant from government with a pre-determined allocation for each of the receiving partners based on a national formula for relative need rather than population.

2.67 Integrated Transport Block

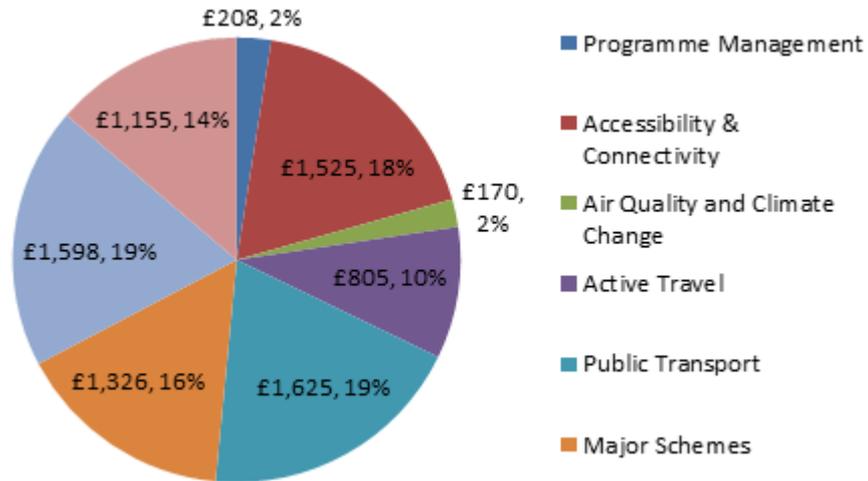
Integrated Transport Block is managed at an operational level by the Local Transport Partnership team based in SYPTE.

2.68 This activity enables low level but important maintenance and improvement in the highways network based on a number of thematic priorities determined by the local partners and SYPTE. This funding stream is available to all the South Yorkshire partners.

2.69 The grant also facilitates studies and development activity to enable SYPTE's programme

teams to bid into wider DfT transport funding streams such as the ‘majors’ funding that pays for large scale projects.

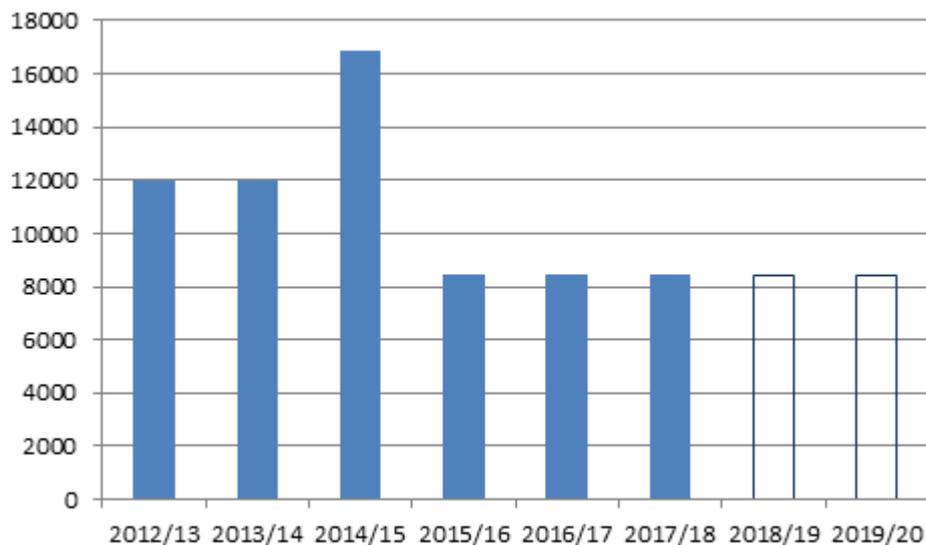
2.70 Traditionally, SYPTE have received 25% of the ITB allocation with the residual grant notionally allocated to the four South Yorkshire partners on a population basis. This resource is then directed towards a number of thematic activities to shape a balanced programme of activity. For 2017/18 this is proposed to be as follows:



2.71 This proposed activity is broken down into a more granular level of detail in appendix 1.

2.72 The proposed programme has been developed with local partners and approved by the SYPTE Executive Board on which all partners have representation.

2.73 As with highways capital maintenance grant, ITB has similarly reduced over the years, down almost 30% since 2012:



2.73 As the region only has one more year of committed funding, the ITB programme has been set on a one-year basis. Should the government commit to future allocations a longer-term programme will be developed.

2.74 South Yorkshire Passenger Transport Executive

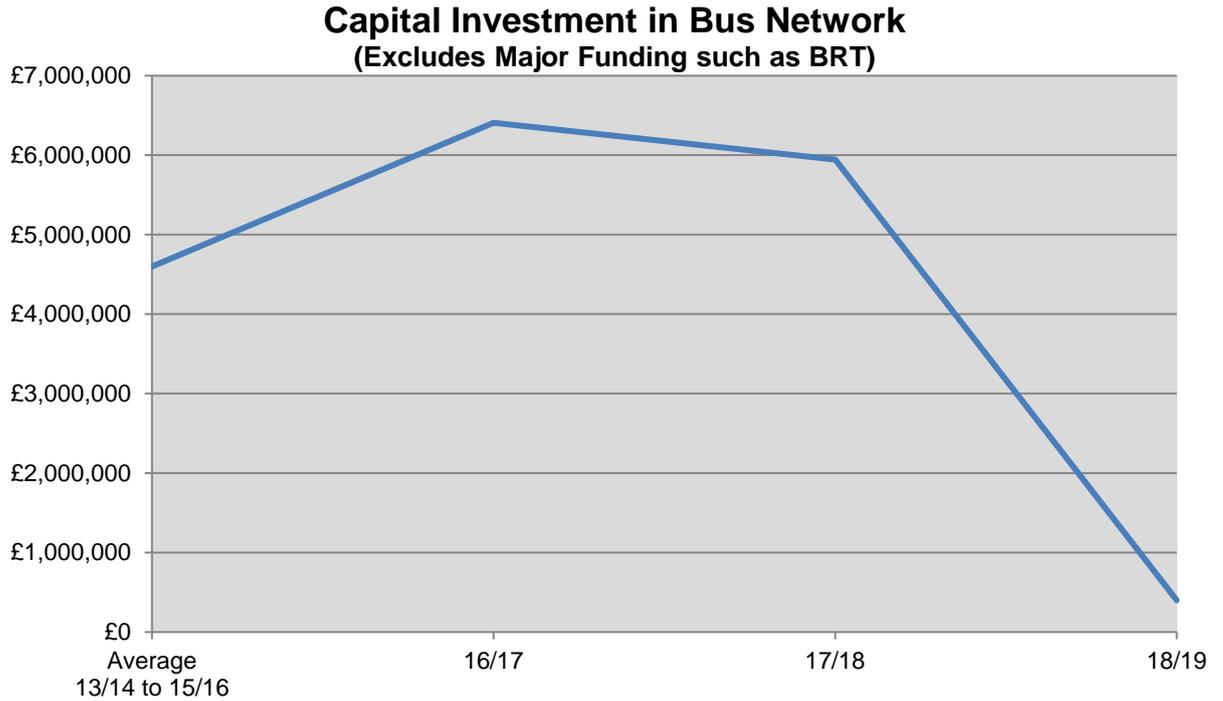
SYPTE’s capital programme is attached to this paper as appendix 2, and sets the programme out at an activity line. The programme was endorsed by the SYPTE Executive Board on the 5th December. This paper does not seek to replicate this level of detail, but highlight key issues. Numbers may be marginally different in that report to this due to timings and re-profiling of activity.

- 2.75** SYPTE's programme is part funded by ITB and STEP allocations. These allocations support cross county activity and also programme management costs.
- 2.76** SYPTE proposed a programme totalling £16.3m for 2017/18, of which at this stage only £15.2m is fully committed. This means that there is £1.1m of schemes that may not proceed dependent on other events.
- 2.77** Of material note in SYPTE's programme is the proposal to invest in the Rotherham bus interchange using borrowing. Under the terms of a contract to which SYPTE are a party, SYPTE are obliged to make good any repairs necessary to keep the interchange functioning. The Interchange is now in a seriously degraded state, and was further impaired by a fire in the last financial year.
- 2.78** The costs of this investment are put at £12.5m. SYPTE's Executive Board believe that this investment is the most suitable means of discharging their contractual responsibilities whilst also providing the town and the region with the bus network infrastructure it requires.
- 2.79** Although the cost of this investment is high it is noted that other options are limited. A business cases for Interchange investment has previously been shared with the Leaders and outlines the costs of alternative investment plans, whilst noting that the 'do-nothing' option is limited by both a contractual requirement to do 'something' and the significant costs (both financial and reputational) of retiring this infrastructure.
- 2.80** At this stage it is anticipated that this investment will be met through borrowing. The costs of this borrowing are likely to be significant, and the Authority is exhausting all other options including opportunities to 're-role' other DfT funding for stalled schemes to this.
- 2.81** However, until other funds are identified it remains prudent to assume borrowing does fund this scheme. The revenue costs of this borrowing are already accommodate within the South Yorkshire transport revenue budget, and no further calls will be put on the levied partners for resource – that is, the scheme is affordable under existing budgets.
- 2.82** Revenue costs associated with this investment will be paid for over fifty years. At a high level, costs would fall on the levy over that timeframe as follows:

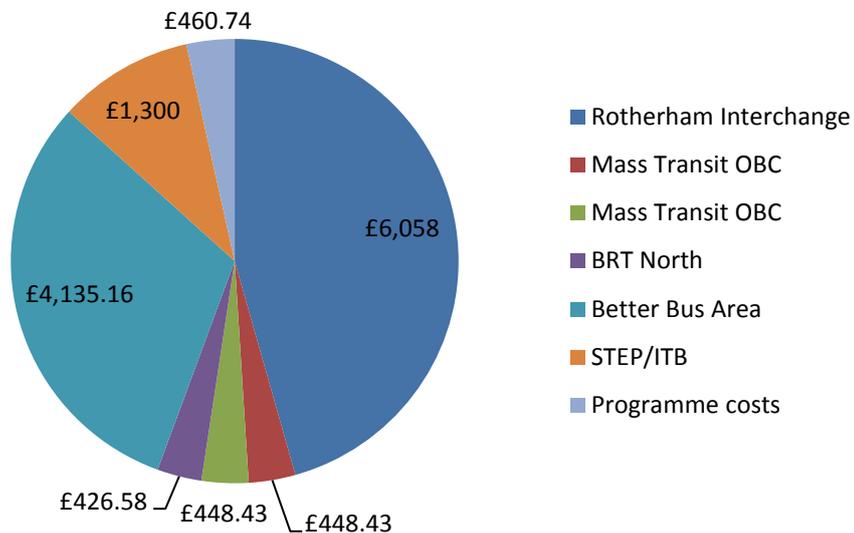
		Principal	Interest	Total
Authority	Population	£'000	£'000	£'000
BMBC	17.41%	£2,176	£1,665	£3,841
DMBC	22.17%	£2,771	£2,120	£4,891
RMBC	18.97%	£2,371	£1,814	£4,185
SCC	41.45%	£5,181	£3,964	£9,145
		£12,500	£9,563	£22,063

- 2.83** Of significant note in SYPTE's programme is also the forecast decline in funding available to invest in the wider bus network.
- 2.84** The region receives grant for investment in the Sheffield bus network from the Better Bus Area grant. This grant only covers Sheffield, as the city was the only area to bid for the funding as part of its bus partnership arrangements.
- 2.85** However, this grant stream is in its final year of funding with no successor grant currently identified. This, coupled, with the exhaustion of LGF funding for the Sustainable Transport Exemplar activity after 2017/18 means that there is no currently identified resource to fund investment in the bus network beyond 2018.

The decline in funding for this activity can be shown as follows:



2.86 SYPTE's overall committed programme for the year (£15.2m) shows that spend is directed across a number of key areas:



Major investment at the interchange makes up 46% of SYPTE's programme.

2.87 Grants for discreet activity then make up a large amount of spend. Better Bus Area grant funds £4m of investment in the Sheffield bus network, whilst £1.7m of DfT grant resources the tram-train project. £448k will also be spent on the outline business case for the Mass Transit scheme, using the dedicated DfT grant. Cumulatively, these grants for specific schemes total £6.7m accounting for a further 44% of the programme.

2.88 This serves to show that of the SYPTE programme, only £1.7m (12%) of the committed activity is for broad discretionary activity.

3. Where does the money go?

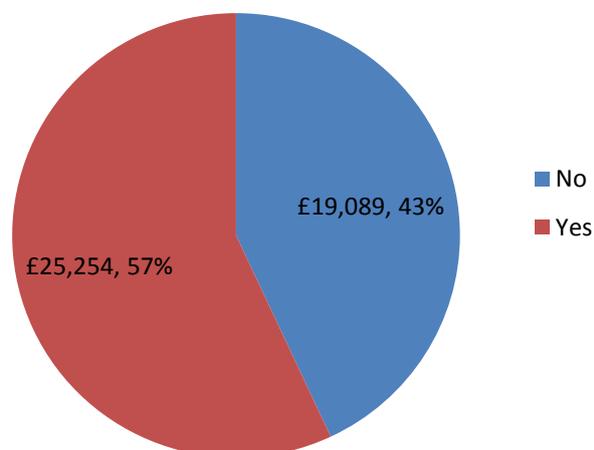
3.1 Where resource is directed depends principally on two things:

1. The terms and conditions of grant; and,
2. Where need arises.

3.2 Accordingly, some grants have to be spent in a restricted geography to fund the activity that is taking place there. Equally, it is inevitable that from one year to the next investment priorities will emerge for large schemes across the region.

3.3 The following table and graph shows that of the proposed £45m investment in the region next year, the majority of resource deployed is not discretionary. That means it comes predominantly from government to fund geography specific activity often as a result of a bid:

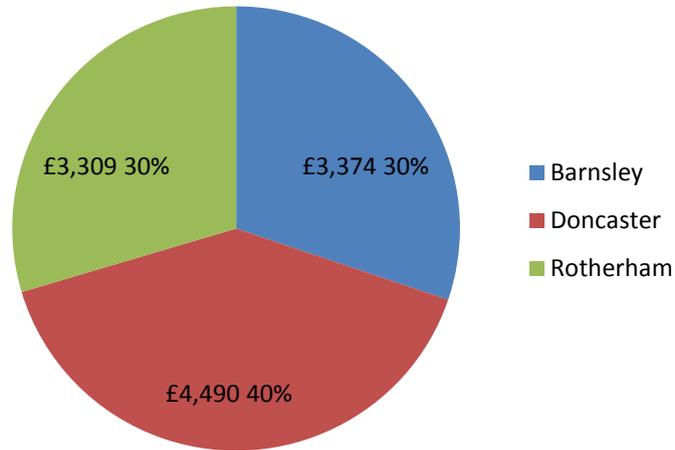
Programme	Source	Geography Specific	Value	Value
			£'000	%
Highways Capital Maintenance Grant	Government	Yes	£11,173	25%
Integrated Transport Block Grant	Government	No	£8,413	19%
Sustainable Transport Exemplar Plan	Government	No	£7,700	17%
Borrowing	Combined Authority	Yes	£6,058	15%
Better Bus Area Grant	Government	Yes	£4,071	9%
National Productivity Investment Fund	Government	No	£3,491	8%
Tram Train Grant	Government	Yes	£1,664	4%
National Pothole Fund	Government	Yes	£980	2%
Bus Rapid Transit Grant	Government	Yes	£407	1%
Mass Transit OBC Grant	Government	Yes	£386	1%
			£44,343	



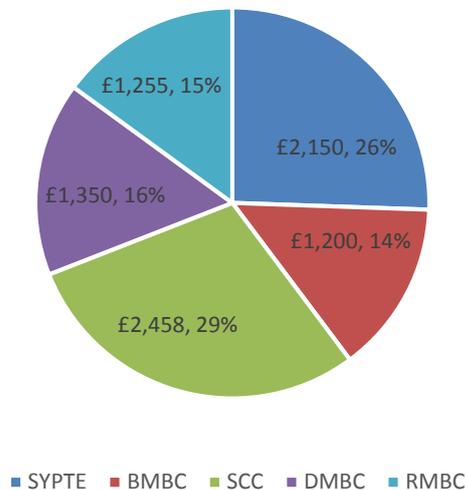
3.4 However, of the £19.6m of grant to be received and spent in 2017/18 we have funding uncertainty around £11.9m of that (ITB and NPIF resource) whilst we know that there will be no STEP funding (£7.7m) after 2017/18. This means that unless government commits to providing the region with general grant for investment in transport after 2018 all our resource will be for specifically named schemes with specific geographies.

3.5 In 2017/18 we expect resource to be distributed as follows:

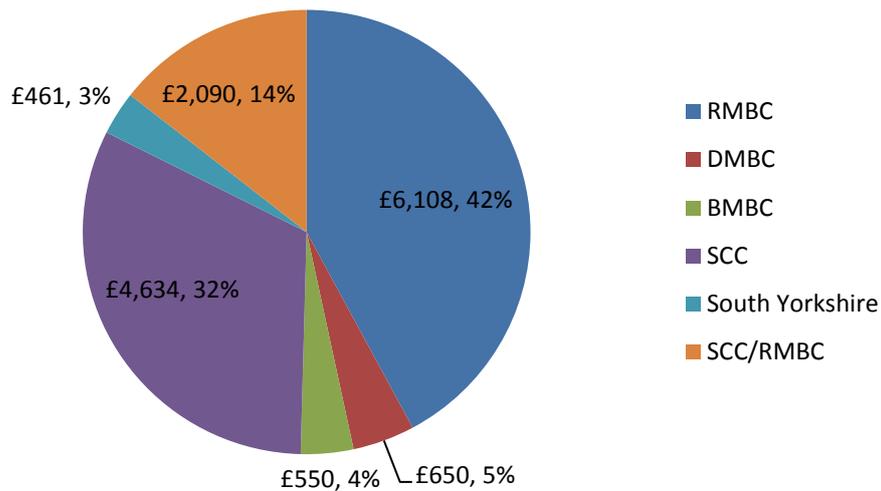
Highways Capital Maintenance grant is distributed according to a government formula based on relative need rather than population (reflecting some areas have a larger highways network than others). This funding will be distributed as follows:



3.6 **Integrated transport block** sees c. 25% of resource directed to SYPTE, then divided roughly according to population. This resource will be distributed as follows:



3.7 SYPTE's overall programme of £16.3m sees resource principally directed according to the grant conditions of the funding it receives. Of its overall programme, SYPTE's investment will be in the following areas (with some overlap between areas):



3.8 SYPTE's spend is weighted in the manner principally due to the large investments that are funded from either borrowing for specific schemes, or grant for specific schemes. This reflects that of its grant funded activity supported by government the majority relates to schemes in Rotherham and Sheffield (tram train, and Better Bus Area), whilst Rotherham will also see investment for the Interchange.

3.9 Supertram Rail Replacement

Leaders have previously been apprised of the need to replace degraded rails on the Supertram network. This replacement programme relates to a legally binding contractual commitment on SYPTE to maintain the network in order for Stagecoach to operate.

3.10 The investment required is phase 2 of a two part programme of works previously approved by the former Integrated Transport Authority in 2013, and is an enabler of the DfT funded tram train pilot.

3.11 It is acknowledged that further work is required on the strategic future of the tram network and its place in wider regional connectivity plans.

3.12 To allow this work to happen in a timely manner, no approvals are sought in this paper for phase 2 rail replacement costs.

3.13 Instead, that work will proceed and officers will begin a round of engagement with Leaders and chief officers in the spring.

3.14 Approvals will then be sought in the early summer to allow SYPTE to discharge its contractual obligations.

3.15 Leaders are asked to note that as the funder of SYPTE, the CA cannot allow SYPTE to default on financial obligations.

4. Implications

4.1 Financial

This paper presents capital programme proposals for 2017/18 and future years.

The paper notes that the LGF programme is over-budget over its life time, and savings will need to be identified or more resource founds.

The paper also notes the declining grant resource for the South Yorkshire transport programme.

The paper seeks approval for borrowing of up to £12.5m for investment at Rotherham Interchange. This borrowing comes with significant interest costs that will be paid for through the South Yorkshire transport revenue budget. The paper notes that the costs of this are accommodated within current planning assumptions.

Finally, the paper notes that impending requirement to resource SYPTTE to discharge contractual obligations to maintain the Supertram network. No approval is sought for this programme at this point in time, though a plan will be developed that will allow SYPTTE to meet its liabilities by the early summer.

4.2 Legal

None

4.3 Risk Management

Managing the risk of claw back on the LGF capital resource is a significant task.

Officers and members are aware of the issues, and monitoring mechanisms are in place to allow for regular scrutiny. Officers have also implemented an early call for schemes to come forward that can help mitigate the risk. Delivery of those schemes chosen to proceed will be essential, and risk mitigations will need to be implemented through close coordination and monitoring between delivery partners and the SCR.

4.4 Equality, Diversity and Social Inclusion

None

5. Communications

5.1 None

6. Appendices/Annexes

6.1 Appendix 1 – Integrated Transport Block Draft Investment Programme

Appendix 2 – SYPTTE Draft Capital Programme

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: n/a

ITB Draft Programme 2017-18 - v3.1 January 5th 2017

Primary Transport Theme	Scheme	Lead	Draft Allocation	Comments / Proposed Activity
Safer Roads	Local Safer Roads Programme	BMBC	£165,000	New footway, A635 Doncaster Rd, Darfield New footway, Banburgh Lane, Goldthorpe
	Local Accident Programme	BMBC	£105,000	Collision analysis Thickett Lane Hotspots Identified schemes; lining, signing, lighting SIDS VAS School safety zones - decommissioned site changes School safety zones - ongoing changes / additions
	Local Safety Schemes	DMBC	£300,000	Interventions targetted at key locations based on casualty percption and data: Safer Communities - Boroughwide School Reduced Speed Limits Targeted casualty reduction scheme
	Safer Roads for Children and Young People	SCC	£100,000	School keep clear review
	Accident Savings Schemes	SCC	£100,000	Road safety scheme at Firth Park Continued roll out of the 'school keep clear' improvement programme
	Annual Speed Limit Development Programme	SCC	£110,000	20 mph zones
	Local Safety Schemes	RMBC	£275,000	Mobile VAS signed 20mph zones outside schools Route and hotspot studies A634 Maltby to Borough boundary - route study B6090 Kilnhurst Road Hooton Roberts - route study B6091 Cortworth Lane- route study Hollings Lane - route study A6023 Manvers Way Meadow Road junction study A630 Centenary Way/Canklow Road junction study B6053 Chesterfield Road/Parkhill Swallownest junction study School Road/Hangmans Lane - route study Dinnington town centre 20 mph
	Traffic Management	BMBC	£200,000	Signal and junction improvements - Installation of Variable Messaging Signs (VMS) in the Dearne Valley and Vehicle Activated Signs (VAS) at various locations throughout the borough.
Traffic Management	DMBC	£270,000	Traffic Management Measures - Boroughwide Direction Signing - Boroughwide Doncaster Marketplace signing enhancements Thorne Town Centre signing and accessibility enhancements Thorne Rd Wheatley parking enhancements Ashfield Road, Balby one way enforcement Variable Message Sign A19 St George's Bridge CCTV A18 Shaw Lane Roundabout	

	Network Management	SCC	£708,446	Double Yellow Lines Taxi Rank Improvements HGV Routing Strategy Traffic Management Schemes Skelton Lane Permit parking schemes
	Traffic Management	RMBC	£350,000	A633 junction Dale Road junction capacity improvements A629 Oaks Lane junction capacity improvements A630 Fitzwilliam Road linking of traffic signals Optimisation of traffic signals borough wide Minor amendments to traffic signs and road markings borough wide A618 Treeton Lane junction capacity improvements
	Cordon Counts	Countywide (SYPT)	£70,000	Continuation of the annual cordon counts dataset provision. Options for funding this through other streams are being investigated.
Active Travel	Specified route improvements	BMBC	£578,000	Burton Rd to Cundy Cross - New intervention along existing RoW from Grange lane via Pontefract Road & DVP through to Burton Rd near Wickes. Gilroyd to Broadway
	Safer Routes to Schools	BMBC	£72,000	Improvements to selected existing school active travel routes
	Cycling enhancements	DMBC	£20,000	Cycle parking
	Cycling enhancements	SCC	£110,000	City centre cycle route enhancements
	Smarter Choices	RMBC	£25,000	Cycle shelter provision
Air Quality and Climate Change	Air Quality Monitoring	SCC	£120,000	Purchase and installation of replacement / new monitoring stations
	Air Quality Modelling & Monitoring	Countywide (RMBC)	£50,000	Facilities and function to continue the collation of countywide air quality data.
Accessibility & Connectivity	Sustainable Choices	DMBC	£260,000	Dropped Crossings Footways improvements Travelwise Commuter Plan Doncaster Bus Partnership Infrastructure/ Activities Minor Works Package/ Monitoring
	Better Connectivity	RMBC	£335,000	A629 Wortley Road/Fenton Road cycle infrastructure improvements A6109 Wilton Gardens Toucan crossing Improvements to identified key cycle network Small scale interventions for improved accessibility Whiston crossroads pedestrian crossings Anston crossroads pedestrian crossing A6178 Sheffield Road cycle infrastructure improvements B6066 Whitehill Lane Brinsworth zebra crossing
	Pedestrian Facility Improvements	SCC	£80,000	Public Rights of Way

	SCC Streets Ahead Accessibility Enhancements (large schemes)	SCC	£450,000	A range of interventions scheduled around the developing Amey programme. Potential interventions include those listed below, although these are not yet confirmed: Coisley Hill zebra crossing Southey Green Road near Halifax Road, pedestrian improvements Crookesmoor and Barber Road pedestrian signals at junction High Street, Ecclesfield zebra crossing Bellhouse Road near Beck Road, zebra Bellhouse Road near Oaks Fold, pedestrian improvements at exiting pedestrian islands Psalter Lane near Osborne Road, reduce junction width Station Road near Brunswick School Page Hall Road & Firth Park Road, tactiles at two zebras
	Small scale network improvements	SCC	£400,000	Accessibility opportunities linked to Amey programme Common small scale interventions include reducing street clutter, new dropped crossings, handrails and lining. The measures are intended to deliver accessible routes for all modes within that zone but priority is given to routes used on foot and routes used by people with mobility difficulties in particular. The most popular routes to local amenities such as medical centres, schools, community centres and the like are prioritised
Major Schemes	Scheme development	BMBC	£80,000	Supporting the A61 Corridor Schemes, development of future cycling schemes and development of schemes at other key priority sites.
	Major scheme ITB contribution	DMBC	£500,000	Westmoor Link, Station Forecourt, FARRRS
	BRT Local Contribution	SCC	£250,000	Local contribution towards the DfT funded major scheme.
	Feasibility Studies	SYPTE	£169,023	Doncaster Interchange Access & Egress Ten Pound Walk A630 Dalton Road Rail Station Improvements Askern Rail Station RHADS Rail Station
	SCR Mass Transit	SYPTE	£124,941	Development of OBC for future mass transit works.
	AMID / Waverley (was BRT South)	SYPTE	£52,588	Investigation into public transport options to AMID / Innovation corridor.
	Scheme development	RMBC	£150,000	Bassingthorpe Farm development growth area A618 Wales growth area Lower Don Valley growth area
Public Transport	Smart Ticketing	SYPTE	£197,206	Delivery of SCR / TfN Smart Ticketing vision
	A631 Rotherham to Maltby Bus Priority Renewal	SYPTE	£112,588	Interventions to improve bus journey time and reliability to be identified arising from study currently being undertaken by RMBC
	Key Route Bus - Rotherham Dearne Phase II (Taylors Lane Roundabout)	SYPTE	£312,588	Localised widening of the southern approach / exit, onto / from Taylors Lane roundabout - design and implementation
	BBA - Audio Visual Displays on Vehicles (AV)	SYPTE	£64,225	Installation of Audio Visual equipment on the 120 service in Sheffield providing next stop information - 3 year pilot scheme
	Rotherham Interchange Refurbishment	SYPTE	£97,206	Refurbishment of Rotherham Transport Interchange - progression of design and tender works.
	Supertram Rail Replacement	SYPTE	£128,324	Replacement of rails approaching end of life - progression of design and tender works.
	Park & Ride - Meadowhall Extension	SYPTE	£29,441	Additional car parking capacity at Meadowhall Park & Ride.
	Doncaster Station Forecourt	SYPTE	£56,294	Accessibility improvements to Doncaster Station aimed at minimising conflicts between, pedestrians, cyclists and vehicular traffic as well as the severance caused by Trafford Way.
	Rotherham Rail Station (Parkway)	SYPTE	£112,588	Feasibility and design of new parkway rail station in Rotherham
	Tram Stops Upgrade	SYPTE	£16,294	Retention. Provision of real time displays at key tram stops.

CT Vehicle Replacement Programme	SYLTE	£100,000	New community transport vehicles to replace time expired
BRT North	SYLTE	£24,406	Retention payments and post scheme monitoring and evaluation for DfT and ERDF
Tram Train - SAV	SYLTE	£44,059	The Tram Train – SAV project is a trial being delivered in partnership with the Department for Transport (DfT), Network Rail (NWR) and South Yorkshire Supertram Ltd (SYSL) to test the feasibility of operating one single vehicle type on both the heavy rail network and a light rail system - Fees Only
Parkgate (new link road A6123 Aldwarke Rd to Stadium Way)	SYLTE	£46,294	New link road from Aldwarke Lane into Retail World to provide alternative access to the A633 thus relieving the demand on the congested route. Design works and development of business case for SCR funding.
Bus Services to Economic Sites	SYLTE	£26,294	Progressing this work on improving accessibility to economic development sites
Key Route Bus - Barnsley - Doncaster (inc Barnsley Interchange Access Improvements)	SYLTE	£62,588	Design work for an alternative southern access route into Barnsley Interchange between the railway line and new markets development.
Dearne Valley BRT	SYLTE	£49,441	Continuation of the work on the linkages between Doncaster and Barnsley.
Preparation of Schemes 2017-2021	SYLTE	£45,735	Prep costs of schemes identified during year.
SYLTE Minor Projects Package	SYLTE	£69,835	Key Route Bus - Barnsley to Wakefield Phase II A18 Doncaster Bus Priority A630 Warmsworth Dualling SY Hotspots Urban Traffic Control Upgrade Planning Park & Ride - Penistone Rail Station
Sheffield Bus Agreement	SCC	£30,000	Public transport 'hotspot' resolution
Programme Management	Countywide (SYLTP)	£208,000	Central service providing programme management and partnership co-ordination service for all South Yorkshire partners.
Total		£8,413,405	

SYPTE Proposed 2017/18 Capital Programme

DRAFT

V3 - Issued to SCR January 2017

Based on version endorsed by Executive Board 5/12/2016

Scheme name, in approximate order of priority

	Local Authority	EFC	Estimated Cost for 2017/18	Business Case / Bids (see below)	Comments	
Committed Schemes					Sub Totals	£14,492,790
Rotherham Interchange Refurbishment	R	£12,498,000	£6,058,000	4	Mandate Submitted	
SCR Mass Transit (OBC Production only)	S	£2,706,000	£448,431	1	DfT funding announced, offer letter awaited.	
BRT North	S/R	£36,860,582	£426,582		SCC Funded	
Tram Train - SAV SYPTE Led Elements	S/R	£52,408,774	£1,663,880		DfT Funded	
BBA - Audio Visual Displays on Vehicles (AV)	S	£250,462	£180,910		BBA ITB Funded	
BBA - Improvements to use of UTC facilities	S	£385,395	£76,859		BBA Funded	
BBA - Key Route - Chesterfield Road/ Heeley Bottom	S	£4,219,002	£2,250,602		BBA Funded	
BBA - North Sheffield II	S	£2,803,693	£381,702		BBA Funded	
BBA - Sheffield City Centre	S	£437,494	£121,356		BBA Funded	
BBA Programme Wide Costs	S	£175,398	£37,764		BBA Funded	
BBA - Sheffield Hotspots / Pinch Point Schemes	S	£1,988,757	£1,085,968		BBA Funded	
Urban Traffic Control Upgrade	S	£120,000	£40,000		STEP funded	
Key Route Bus - Barnsley to Wakefield Phase II	B	£500,000	£500,000		STEP/ITB funded	
A18 Doncaster Bus Priority	D	tbc	£250,000		STEP Bus Partnership Scheme	
A630 Warmsworth Dualling	D	tbc	£350,000		STEP Bus Partnership Scheme	
Barnsley Hotspots	B	£60,000	£50,000		STEP/ITB Funded	
Doncaster Hotspots	D	£60,000	£50,000		STEP/ITB Funded	
Rotherham Hotspots	R	£60,000	£50,000		STEP/ITB Funded	
Tram Stops Upgrade (PIDs)	S	£1,437,334	£10,000		Post implementation, ITB funded.	
Programme wide costs	CC		£460,736			
Schemes with varying degrees of non contractual Commitments					Sub Totals	£770,000
Smart Ticketing	CC		£150,000	9	Devolution Deal Related	
Key Route Bus - Barnsley - Doncaster (incls Barnsley Interchange Access improvements)	B/D		£50,000	2	Bus Partnership Scheme	
CT Vehicle Replacement Programme	CC		£100,000	10	CT Provision under review	
A631 Rotherham to Maltby Bus Priority Renewal	R		£100,000	2	Bus Partnership Scheme	
Rotherham Dearne Phase II (Taylors Lane Roundabout)	R		£300,000	2	Bus Partnership Scheme	
A630 Dalton Road	R		£50,000	10	Bus Partnership Scheme	
Bus Services to Economic Sites	CC		£20,000	10	SCR Policy	
Schemes for Implementation in Future Years (Not yet Committed)					Sub Totals	£405,000
Rotherham Rail Station (Parkway)	R		£100,000	5	Mandate being prepared	
Doncaster Interchange Access & Egress	D		£50,000	10	Feasibility Stage	
Doncaster Station Forecourt (feasibility)	D		£50,000	10	Feasibility Stage	
Rail Station Improvements	CC		£10,000	10	Feasibility Stage	
Park & Ride - Penistone Rail Station	B		£5,000	10	Dependant on Developer / Planning	
Park & Ride - Meadowhall Extension	S		£20,000	3	Mandate Prepared	
Ten Pound Walk	D		£10,000	10	Concept Stage	
Askern Rail Station	D		£5,000	10	Concept Stage	
RHADS Rail Station	D		£5,000	10	Concept Stage	
Parkgate (new link road A6123 Aldwarke Rd to Stadium Way)	R		£40,000	8	Mandate being updated Prepared	
AMID / Waverley (was BRT South)	R		£40,000	10	Under Discussion with SCC	
Dearne Valley BRT	B		£40,000	10	Feasibility Stage	
Preparation of Schemes 2018-2026	CC		£30,000	10	Feasibility Stage	
Others					Sub Totals	£0
IT Spend			£0		Awaiting Info from IT	
			£15,667,790			
Funding	IT Block		£1,941,961			
	BBA		£4,070,936			
	STEP		£1,290,000			
	DfT T/T		£1,663,880			
	Subject to Approval By CA		£6,008,000		(Rotherham Interchange / Rail Replacement)	
	DfT Mass Transit		£386,431			
	BRT		£406,582			
			£15,767,790			

B - Barnsley
D - Doncaster
R - Rotherham
S - Sheffield
CC - Cross County

Summary of Status of Business Cases & Bids

- 1 - SCR Mass Transit (DfT and SCR funding) - mandate submitted.
- 2 - Supporting Bus Passengers - Business Case & Bid in development
- 3 - Meadowhall Park & Ride - Mandate issued for comment to SCR.
- 4 - Rotherham Interchange - Mandate submitted to SCR for approval.
- 5 - Rotherham Parkway Station - to be prepared in 17/18
- 6 - Bus Services to Economic Development Sites - Business Case in development. Scale / costs not yet finalised.
- 7 - Supertram Rail Replacement - Draft mandate submitted to SCR.
- 8 - Parkgate Major - In development.
- 9 - Smart Ticketing - In development.
- 10 - Scope & funding source beyond mandate stage, not determined yet. Preparatory costs funded by IT block.

SYLTE Proposed 3 Year Capital Programme

V3 - Issued to SCR January 2017

Based on version endorsed by Executive Board 5/12/2016

3 Year Programme Committed Schemes

	Local Authority	EFC	2017/18	2018/19	2019/20	
Rotherham Interchange Refurbishment	R	£12,498,000	£6,058,000	£5,430,000	£128,000	
SCR Mass Transit (OBC Production only)	S	£2,706,000	£448,431	£188,000	£0	DfT funded
BRT North	S/R	£36,860,582	£426,582	£0	£0	
Tram Train - SAV SYLTE Led Elements	S/R	£52,408,774	£1,663,880	£2,078,000	£2,379,121	DfT funded
BBA - Audio Visual Displays on Vehicles (AV)	S	£250,462	£180,910	£0	£0	
BBA - Improvements to use of UTC facilities	S	£385,395	£76,859	£93,320	£93,320	
BBA - Key Route - Chesterfield Road/ Heeley Bottom	S	£4,219,002	£2,250,602	£0	£0	
BBA - North Sheffield II	S	£2,803,693	£381,702	£0	£0	
BBA - Sheffield City Centre	S	£437,494	£121,356	£0	£0	
BBA Programme Wide Costs	S	£175,398	£37,764	£0	£0	
BBA - Sheffield Hotspots / Pinch Point Schemes	S	£1,988,757	£1,085,968	£800,000	£800,000	
Urban Traffic Control Upgrade	S	£120,000	£40,000	£0	£0	
Key Route Bus - Barnsley to Wakefield Phase II	B	£500,000	£500,000	£750,000	£800,000	
A18 Doncaster Bus Priority	D	tbc	£250,000	£750,000	£750,000	
A630 Warmsworth Dualling	D	tbc	£350,000	£200,000	£200,000	
Barnsley Hotspots	B	£60,000	£50,000	£50,000	£50,000	Annual programme
Doncaster Hotspots	D	£60,000	£50,000	£50,000	£50,000	Annual programme
Rotherham Hotspots	R	£60,000	£50,000	£50,000	£50,000	Annual programme
Tram Stops Upgrade (PIDs)	S	£1,437,334	£10,000	£0	£0	
Programme wide costs	CC		£460,736			
Totals			£14,492,790	£10,439,320	£5,300,441	

(1) Committed figures shown in black.

(2) Non committed figures shown in grey.