

SOUTH YORKSHIRE LTP IMPLEMENTATION PLAN 2011-2015



LTP3 IMPLEMENTATION PLAN

DRAFT VERSION 4: 25 JANUARY 2011

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1 INTRODUCTION

1.1 The Local Transport Plan (LTP) is a statutory document which sets out how transport will help support the advancement of the Sheffield City Region (SCR) over the next 15 years.

1.2 South Yorkshire's third Local Transport Plan (LTP3) has three component parts: the Strategy, the Implementation Plan (this document) and the Annual Delivery Programme which will set out in detail the agreed prioritised delivery programme for the next financial year as well as briefly outlining the proposed four year programme.

◆ **The Sheffield City Region Transport Strategy 2011-2026**

1.3 The Strategy defines the transport priorities for the next 15 years. It acts as the LTP Strategy for South Yorkshire, but covers the larger SCR area because our transport system also serves Chesterfield, Worksop, Bolsover, the Peak District and their vicinity, which form part of the wider SCR economy.

1.4 The Strategy has been prepared by the South Yorkshire LTP Partnership, which comprises South Yorkshire Passenger Transport Executive (SYPTe), and Barnsley Metropolitan Borough Council (BMBC), Doncaster Metropolitan Borough Council (DMBC), Rotherham Metropolitan Borough Council (RMBC), and Sheffield City Council (SCC). The Strategy has been shaped jointly with our City Region Partners in Derbyshire and Nottinghamshire, and in consultation with key partners such as South Yorkshire Police, the Primary Care Trusts (PCTs), and the Highways Agency.

◆ **The South Yorkshire Implementation Plan**

1.5 This document provides a framework for our actions and expenditure in South Yorkshire for the next four years, with outline proposals for the period beyond. It recognises that funding and resource issues to deliver this Plan will present partners with key challenges and the need for significant prioritisation of ambitions. It sets out how we will go about delivering the SCR Transport Strategy. The Implementation Plan focuses on transport interventions in South Yorkshire, with neighbouring authorities in the SCR area setting out their actions in their own LTPs.

1.6 The Plan does set a framework for the broader delivery ambition in South Yorkshire, which would be achieved if partners had access to additional resources, for example Local Transport Sustainable Fund (LSTF) and Regional Growth Fund (RGF). Over the next several months, partners will be agreeing the priorities and will pursue in parallel other funding opportunities. In the meantime, the principles for this prioritisation process are set out in this Plan.

◆ **LTP Annual Delivery Programme**

1.7 The LTP Settlement for 2011/2012 and 2012/2013 involves substantial reductions in Government funding for transport. Once we have considered the full implications of the Settlement for South Yorkshire, we will draw up detailed programmes of investment in our Annual Delivery Programme and understand the opportunity to secure additional funds. This will be initially for Year 1 (2011/2012), building into a four year rolling programme going forward. We aim to have the first programme in place by spring 2011 and to refresh it annually and this programme will be based on the prioritisation of LTP3 funds.

Structure of the Document

- 1.8 In Section 2 of the document we briefly summarise our strategic goals, policies and key principles.
- 1.9 In Section 3, we set out a schedule of key actions we aim to pursue over the next four years in support of our policies.
- 1.10 Section 4 identifies the key investment themes we believe are important to a strategic South Yorkshire programme, and which will form the basis of our investment decisions.
- 1.11 Section 5 sets out the transport plans for each of South Yorkshire's four districts, showing how each district will contribute to our overall strategic goals, as well as how they propose to use devolved funding locally. The section includes the SYPTE's public transport priority proposals for each district.
- 1.12 All of the above needs to be conditioned by the resources likely to be available. In Section 6, we consider the resource outlook for the next four years in the light of the LTP Settlement, and the Government's revised approach to major scheme funding. We set out the approach we will be taking to formulating an effective and realistic delivery programme.
- 1.13 Section 7 sets out our decision-making arrangements and structure and delivery and programme management arrangements.

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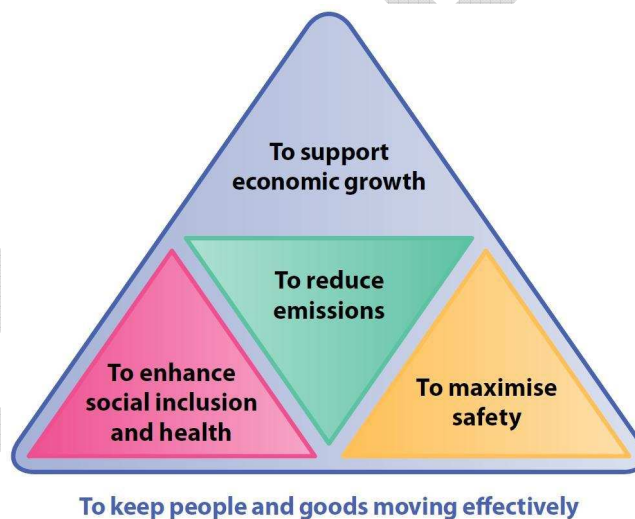
2 STRATEGY SUMMARY

OUR VISION

- 2.1 Our Vision is for SCR to offer people a great place in which to live, work, invest and visit. The vision has a primary focus on the area's prosperity and growth, aspiring to make a greater contribution to the UK economy by having a local economy less dependent on the public sector, providing conditions for businesses to grow, and becoming the prime national centre for advanced manufacturing and low-carbon industries.
- 2.2 The Transport Strategy, Implementation Plan and LTP Annual Delivery Programme are about transport's role in making this a reality.

OUR GOALS

- 2.3 Our Transport Strategy has four main goals. Our primary goal is to support the economic growth of the City Region. At the same time we aim to enhance social inclusion and health, reduce greenhouse gas emissions, and maximise safety.



OUR POLICIES

- 2.4 To meet our goals, we have identified 26 transport policies which summarise our key priorities for action and investment over the next 15 years. The 26 policies are summarised in *Table 1*, together with the implementation group (*see Appendix 1*) which will lead on each.

Table 2.1: SCR Transport Strategy: Policies

		Policy	Lead Implementation Group
To Support Economic Growth	A	To improve surface access to international gateways	SLG
	B	To improve the reliability and resilience of the national road network using a range of management measures	CNMG
	C	To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector	CNMG
	D	To improve rail services and access to stations, focusing on interventions that can be delivered in the short term	PTB
	E	To ensure SCR is served by High Speed Rail	PTB
	F	To improve connectivity between major settlements	PTB
	G	To deliver interventions required for development and regeneration	SLG
	H	To develop high-quality public places	QOL
	I	To focus new development along key public transport corridors and in places adjacent to existing shops and services	SLG
	J	To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies	CNMG
	K	To develop public transport that connects people to jobs and training in both urban and rural areas	PTB
	L	To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability	CNMG
	M	To ensure our networks are well-maintained	AMMG
To Enhance Social inclusion and Health	N	To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes	PTB
	O	To ensure public transport is accessible to all	PTB
	P	To work with operators to keep fares affordable, especially for travellers in need	PTB
	Q	To provide efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism	QOL
To Reduce Emissions	R	To work to improve the efficiency of all vehicles and reduce their carbon emissions	AQCG
	S	To encourage active travel and develop high-quality cycling and walking networks	QOL
	T	To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices	QOL
	U	To support the generation of energy from renewable sources, and use energy in a responsible way	AQCG
	V	To improve air quality, especially in designated AQMA areas	AQCG
To Maximise Safety	W	To encourage safer road use and reduce casualties on our roads	SRP
	X	To work with the Police to enforce traffic laws	SRP
	Y	To focus safety efforts on vulnerable groups	SRP
	Z	To improve safety and the perception of safety on public transport	PTB

Key to Implementation Groups: AQCG - Air Quality and Climate Group; AMMG - Asset Management and Maintenance Group; CNMG - Congestion and Network Management Group; PTB - Public Transport Board; QoL - Quality of Life Group; SRP - Safer Roads Partnership; SLG - Strategic Leadership Group.

OUR PRINCIPLES

2.5 In translating our Transport Strategy into action, we will follow four cross-cutting principles:-

- ◆ **We will squeeze more from existing assets** – in the current funding climate this principle will ensure our assets are well managed and maintained and used to their fullest potential, minimising the need for major infrastructure work is key to this first Implementation Plan. Our efforts will be targeted on the routes, locations, customer groups and issues we have identified from our evidence base as being particularly important.
- ◆ **We will make our growth sustainable** - we will look to achieve economic growth while minimising the impact on the environment, reducing emissions wherever possible;
- ◆ **We will give people choice** – we will enable people to make informed choices about whether and how they travel, through providing a range of transport links and services to match varying lifestyles;
- ◆ **We will encourage a change in travel culture** - facilitating a shift from car-dependency to more active and sustainable travel modes.

3 STRATEGY TO DELIVERY

- 3.1 The key actions we will pursue over the next four years to advance our 26 policies are outlined below. Some of the actions have significant investment implications, and these are developed more fully in Section 4 of the document. Our ability to progress all the actions listed below will be dependent on the resources available.
- 3.2 Our key actions will be subject to a severe prioritisation to take account of available resources and will be actively monitored and managed by the South Yorkshire LTP Central Team.

SUPPORTING ECONOMIC GROWTH

- 3.3 Our primary concern is to ensure that our transport infrastructure and system actively supports the economic growth of the City Region. This means reinforcing the area's strengths and providing the conditions for private sector-led growth, to enable the area to become the prime national centre for advanced manufacturing and low-carbon industries, as envisaged by the SCR's Local Enterprise Partnership (LEP).
- 3.4 We will invest in opening up new opportunities for growth, employment and redevelopment. We will focus on improving transport links to South East Doncaster, Rossington, Waverley, the Lower Don Valley and the M1 Junction 36 in Barnsley, where there is excellent potential for economic growth and job creation. Other examples of connections which can help people access new opportunities include improved links between Barnsley to Doncaster, the "tram-train" project between Sheffield and Rotherham, improved access to the redevelopment area around the Robin Hood Airport Doncaster and Sheffield (RHADS), upgrading of the East Coast Mainline (ECML) and Midland Mainline (MML) and the High Speed Rail (HSR) to London, the South (and the north on the ECML) and improvements between Sheffield and Manchester.

Table 3.1: Supporting Economy Growth

Policy	Action	Lead Group
A	To improve surface access to international gateways	SLG
	<ul style="list-style-type: none"> ◆ Progress Finningley and Rossington Regeneration Route Scheme (FARRRS) ◆ Enhance public transport access to RHADS ◆ Improve rail access to Manchester Airport, including schedules, reliability and frequency 	
B	To improve the reliability and resilience of the national road network using a range of management measures	CNMG
	<ul style="list-style-type: none"> ◆ Work with the Highways Agency to improve the effective capacity of the M1, A1 and M18 ◆ Work with the Highways Agency to keep the A628 and A616 open in extreme weather ◆ Help the Highways Agency to minimise disruption after road incidents ◆ Expand and enhance the intelligent transport system (ITS) and strengthen links with Regional Control Centres ◆ Coordinate Investment Programmes to remove any duplication and minimise disruption 	

C	To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector	CNMG
	<ul style="list-style-type: none"> ◆ Establish a sub-regional Freight Quality Partnership and other forums, as required, to deal with specific local freight issues to include freight industry and Network Rail representation ◆ Support the freight and logistics industry by developing robust road works and incident information streams ◆ Develop bespoke freight route information and mapping for larger freight distribution centres and destinations in the sub-region ◆ Support proposed 'inland port' at Doncaster ◆ Consider, with Network Rail, the most advantageous ways of improving rail freight connections ◆ Consider potential for shifting more freight from road to rail or waterways and for rail-road distribution centres ◆ Produce a South Yorkshire Freight Strategy and Action Plan 	
D	To improve rail services and access to stations, focusing on interventions that can be delivered in the short term	PTB
	<p>Press for:-</p> <ul style="list-style-type: none"> ◆ Electrification/enhancement of sections of the MML (in particular in the East Midlands) ◆ Journey time and capacity improvements to MML, ECML and between city regions ◆ Work with operators and Government to seek improvements to service patterns, frequency and journey times to London, Manchester, Leeds, Nottingham and other key destinations ◆ Work with Network Rail to seek improvements to connectivity and journey times between Sheffield and Manchester, including the remodelling of Dore Junction; Sheffield-Swinton-Moorthrope including Holmes Chord improvement; Doncaster-Wakefield ◆ Continue to lobby for improvements to Sheffield-Barnsley-Leeds line (especially Horbury Junction), higher capacity on the Penistone line. ◆ Secure improvements to train capacity, additional carriages, new rolling stock, and Holmes Chord improvement ◆ Provide public transport access to existing and new stations ◆ Provide information and travel planning services to support access to gateway stations 	
E	To ensure SCR is served by High Speed Rail	PTB
	<ul style="list-style-type: none"> ◆ Press for SCR to be served by HSR ◆ Identify accessible location for HSR station 	

F	To improve connectivity between major settlements	PTB
	<ul style="list-style-type: none"> ◆ Improve connectivity between Barnsley, Rotherham, Sheffield and Doncaster, and access to Dearne Valley. In the first instance examining options between Barnsley and Doncaster ◆ Implement further key bus route and Smart Route improvements ◆ Identify and correct small scale problems across county (eg 'hotspots' programme) ◆ Continue to develop and implement major schemes between urban centres and to improve travel to work links, including:- <ul style="list-style-type: none"> – Sheffield-Rotherham tram-train scheme – Supertram: provision of additional vehicles – Bus Rapid Transit (BRT) North scheme through Lower Don valley – Bus Rapid Transit (BRT) South scheme through Waverley Masterplan area 	
G	To deliver interventions required for development and regeneration	SLG
	<ul style="list-style-type: none"> ◆ Increase capacity of White Rose Way (A6182) ◆ Waverley Link Road to the Advanced Manufacturing Park ◆ BRT North scheme through Lower Don Valley ◆ BRT South scheme through Waverley Masterplan area ◆ Improve access for M1 to employment growth points in Barnsley 	
H	To develop high-quality public places	QOL
	<ul style="list-style-type: none"> ◆ Improve Rotherham Station and its links to town centre ◆ Make improvements in Dearne Valley ◆ Improve urban design, removal of sign and street furniture clutter when undertaking transport schemes and maintenance programmes 	
I	To focus new development along key public transport corridors and in places adjacent to existing shops and services	SLG
	<ul style="list-style-type: none"> ◆ Ensure transport policy is reflected in Local Development Plans (LDPs) ◆ Ensure forward land use plans are focussed on development in places easily accessible by public transport ◆ Work with operators and developers to ensure appropriate provision of public transport to serve new developments ◆ Ensure good walking and cycling access to local facilities as a consideration for development 	
J	To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies	CNMG
	<ul style="list-style-type: none"> ◆ Develop consistently applied parking policies for the short term ◆ Consider, at the appropriate time, any necessary measures such as higher long-term stay parking fees and workplace parking levies, to promote efficient car use 	

K	To develop public transport that connects people to jobs and training in both urban and rural areas	PTB
	<ul style="list-style-type: none"> ◆ Revise supported services criteria to reflect emphasis on employment and economic development ◆ Provide services targeted on accessibility to work, training and education ◆ Work with employers and developers to provide services that match patterns of working ◆ Work with large travel generators (hospitals, universities, retailers) to provide flexible public transport options ◆ Identify and implement the most efficient public transport solutions, including community transport and demand responsive transport, to meet local needs ◆ Continue to implement bespoke solutions (eg Wheels to Work (W2W), car sharing, car clubs, taxi initiatives) where they show value for money ◆ Continue to develop information tools that enhance access to public transport ◆ Implement further key bus route and Smart route improvements ◆ Identify and correct small scale problems across county (eg 'hotspots' programme) ◆ Develop park and ride on key strategic routes focused on the largest urban centres 	
L	To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability	CNMG
	<ul style="list-style-type: none"> ◆ Improve core network management processes eg permit to work in the highway scheme ◆ Selected investment in the strategic network, having regard to the prioritisation of route sections. ◆ Expand and enhance the ITS to help improve capacity ◆ Strengthen inter-agency contingency planning ◆ Develop a process with partners to learn lessons from events and enhance plans 	
M	To ensure our networks are well-maintained	AMMG
	<ul style="list-style-type: none"> ◆ Maintain all networks in a prioritised manner, including the new Strategic Network ◆ Complete Transport Asset Management Plan (TAMP) for South Yorkshire ◆ Coordinate Investment Programmes with TAMP to remove any duplication and minimise disruption ◆ Integrate safer roads principles into HAMPs and South Yorkshire TAMP ◆ Carry out regular inspections of highway network to identify defects ◆ Implement junction improvements, traffic calming etc on a 'worst first' basis ◆ Build needs of pedestrians and cyclists into remediation works ◆ Ensure cycling and walking routes are well maintained and swept ◆ Ensure high quality lining, signing, and lighting 	

ENHANCING SOCIAL INCLUSION AND HEALTH

3.5 A further goal is for the transport system to enhance social inclusion and health.

3.6 We aim to develop infrastructure and services which encourage people to get round their towns and neighbourhoods and to enjoy the benefits of employment, education and training as well as active leisure. We want to support cultural change into a future where people actively make journeys by sustainable travel modes.

Table 3.2: Enhancing Social inclusion and Health

Policy	Action	Lead Group
N	To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes	PTB
	<ul style="list-style-type: none"> ◆ Make public transport a competitive travel option, through delivery of Public Transport Implementation Plan ◆ Develop and maintain close voluntary and statutory partnership working with bus operators and, if necessary, quality contracts ◆ Provide small, medium and large park and ride sites and associated 'ride' services ◆ Develop and improve interchanges and mini-interchanges ◆ Improve the integration of public transport with walking and cycling ◆ Continue to develop a flexible integrated multi-modal ticketing alongside the 'Yorcard' smart ticketing system for West and South Yorkshire ◆ Ensure accessibility planning and updating the 'tendered services criteria model' provide good level of accessibility at the times people need to use them, as well as connecting people to jobs (policies G and K) ◆ Make full use of public transport service options available (including demand responsive and scheduled services) ◆ Enhance access to most relevant or useful essential services ◆ Deliver 'Smarter Choices' measures to inform people of the transport choices available ◆ Continue to invest in our 'Real Time' system to provide information to public transport users to inform their choices and provide peace of mind. ◆ Provide other public transport options, including Community Transport buses, dial-a-ride and other solutions to help meet travel needs 	
O	To ensure public transport is accessible to all	PTB
	<ul style="list-style-type: none"> ◆ Ensure special attention is paid to those with particular needs or learning disabilities (in vehicles, infrastructure and service provision) ◆ Invest in low floor buses ◆ Provide raised kerbs at bus stops 	
P	To work with operators to keep fares affordable, especially for travellers in need	PTB
	<ul style="list-style-type: none"> ◆ Lobby and work with Government to ensure funding is sufficient to deliver the accessibility needed in the City Region ◆ Supporting the national concessionary travel scheme through adding local increments to the national Government scheme, for example extending it to the tram system, and providing child concessions ◆ Work with operators in partnership and lobby to keep fares affordable ◆ Work with operators to define new ways in which local and national funding ◆ Agree discount on pre-paid ticketing for future Smarter Choices campaigns 	
Q	To provide efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism	QOL
	<ul style="list-style-type: none"> ◆ Ensure car access to green spaces is managed ◆ Provide alternative public transport options for accessing green and recreational spaces ◆ Improve walking and cycling infrastructure to green and recreational spaces 	

REDUCING EMISSIONS

3.7 A further goal is **to reduce the emissions from vehicles and the supporting transport infrastructure**, since these can lead to air pollution and climate change, with serious health impacts. We want to support a cultural change into a future where people are happy to make sustainable travel choices, this will mean tackling the reasons people do not choose more sustainable travel options, for example confidence in bus punctuality and issues of affordability. There are already a number of Air Quality Management Areas (AQMAs) in the SCR and we will strive to reduce these by working with the relevant bodies and policy leaders. We will promote an approach to land use planning which

reduces the need to travel, and ensure schemes are progressed in a way which maximises environmental benefits and minimises environmental harm.

3.8 We will also take action to make wiser use of energy. We will do this through educating drivers how to be more fuel-efficient and encouraging the use of less polluting vehicles. Many of our policies aim to make SCR less car-dependent, and our approach to their implementation combines the provision of better alternatives with taking complementary planning and enforcement steps. The provision of alternatives includes improving the walking and cycling environment and designing pedestrian-friendly streets; creating an improved quality on- and off- street cycle network; tackling the reasons for non-use of public transport and making information about public transport services easier to find and understand; and strengthening the integration between public transport routes.

Table 3.3: Reducing Emissions

Policy	Action	Lead Group
R	To work to improve the efficiency of all vehicles and reduce their carbon emissions	AQCG
	<ul style="list-style-type: none"> ◆ Invest in low carbon vehicles ◆ Develop low carbon infrastructure ◆ Work with partners to aid delivery of low carbon initiatives eg Plugged in Places ◆ Incentivise low carbon vehicle use (eg preferential parking) ◆ Promote eco-driving initiatives eg ECO-stars scheme 	
S	To encourage active travel and develop high-quality cycling and walking networks	QOL
	<ul style="list-style-type: none"> ◆ Enhance on and off-road cycling and walking network ◆ Provide better facilities for cyclists and pedestrians at rail stations/interchanges, employers and service outlets ◆ Implement South Yorkshire Cycling Strategy (SYCS) ◆ Linked District-level cycle action plans ◆ Cycling and pedestrian training and safety initiatives 	
T	To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices	QOL
	<ul style="list-style-type: none"> ◆ Tackle the barriers to the use of public transport ◆ Improved marketing and promotion through targeted travel behavioural change campaigns ◆ Information, travel advice and personalised travel planning covering the whole journey experience ◆ Travel planning schemes with employers and service organisations 	
U	To support the generation of energy from renewable sources, and use energy in a responsible way	AQCG
	<ul style="list-style-type: none"> ◆ Consider how micro-generation can be incorporated into interchanges, road signs, bus shelters etc 	
V	To improve air quality, especially in designated AQMA areas	AQCG
	<ul style="list-style-type: none"> ◆ Work with Highways Agency to better manage vehicle flow on national network ◆ Accelerate take-up of cleaner engines ◆ Sustain air quality monitoring and modelling 	

MAXIMISING SAFETY AND SECURITY

3.11 A further goal is **to make transport increasingly safe and secure**, especially to those who are currently at a higher risk. This will have both direct impacts on people's wellbeing and wider, indirect impacts on the image of our area.

Table 3.4: Maximising Safety and Security

Policy	Action	Lead Group
W	To encourage safer road use and reduce casualties on our roads	SRP
	<ul style="list-style-type: none"> ◆ Continue training, education and campaign activities and driver/rider behaviour programmes ◆ Deliver district safer roads programmes, engaging local people through neighbourhood forums, community assemblies etc ◆ Consolidate 'worst first' approach for engineering work and extend to educational and enforcement activities ◆ Deliver programme of local safety scheme interventions at identified sites and routes of recurrent casualties ◆ Improve monitoring, analysis and evaluation of road traffic collisions to improve targeting and strengthen preventative approach ◆ Expand role and remit of Road Safety Audit process ◆ Monitor public transport casualty figures and incorporate improvements in Key Routes, Hotspots etc programmes ◆ Minimise tram-related incidents through (car and tram) driver training and education 	
X	To work with the Police to enforce traffic laws	SRP
	<ul style="list-style-type: none"> ◆ Analyse offending and casualty information to determine enforcement priorities ◆ Review operation and site selection policy of Safety Camera Partnership (SCP) and consolidate camera deployment and usage ◆ Review and update Speed Management Strategy (SMS) ◆ Explore 'community speed watch' initiatives ◆ Expand parking and bus lane/gate enforcement and other moving traffic offences 	
Y	To focus safety efforts on vulnerable groups	SRP
	<ul style="list-style-type: none"> ◆ Sustain analytical work to pinpoint key risks ◆ Effective speed management in residential areas, including exploring further use of 20 mph zones, Home Zones and Shared Spaces ◆ Continue programmes for children and young people, including education and training, school travel plans, Safer Routes to School, walking buses, and seat belt/child restraint promotion 	
Z	To improve safety and the perception of safety on public transport	PTB
	<ul style="list-style-type: none"> ◆ Expand use of Closed Circuit Television (CCTV) ◆ Improve levels of lighting at stops and stations after dark and seek ways to increase staff presence ◆ Improve perceptions of safety through travel planning and advice ◆ Continue working with schools to encourage positive behaviour of younger passengers 	

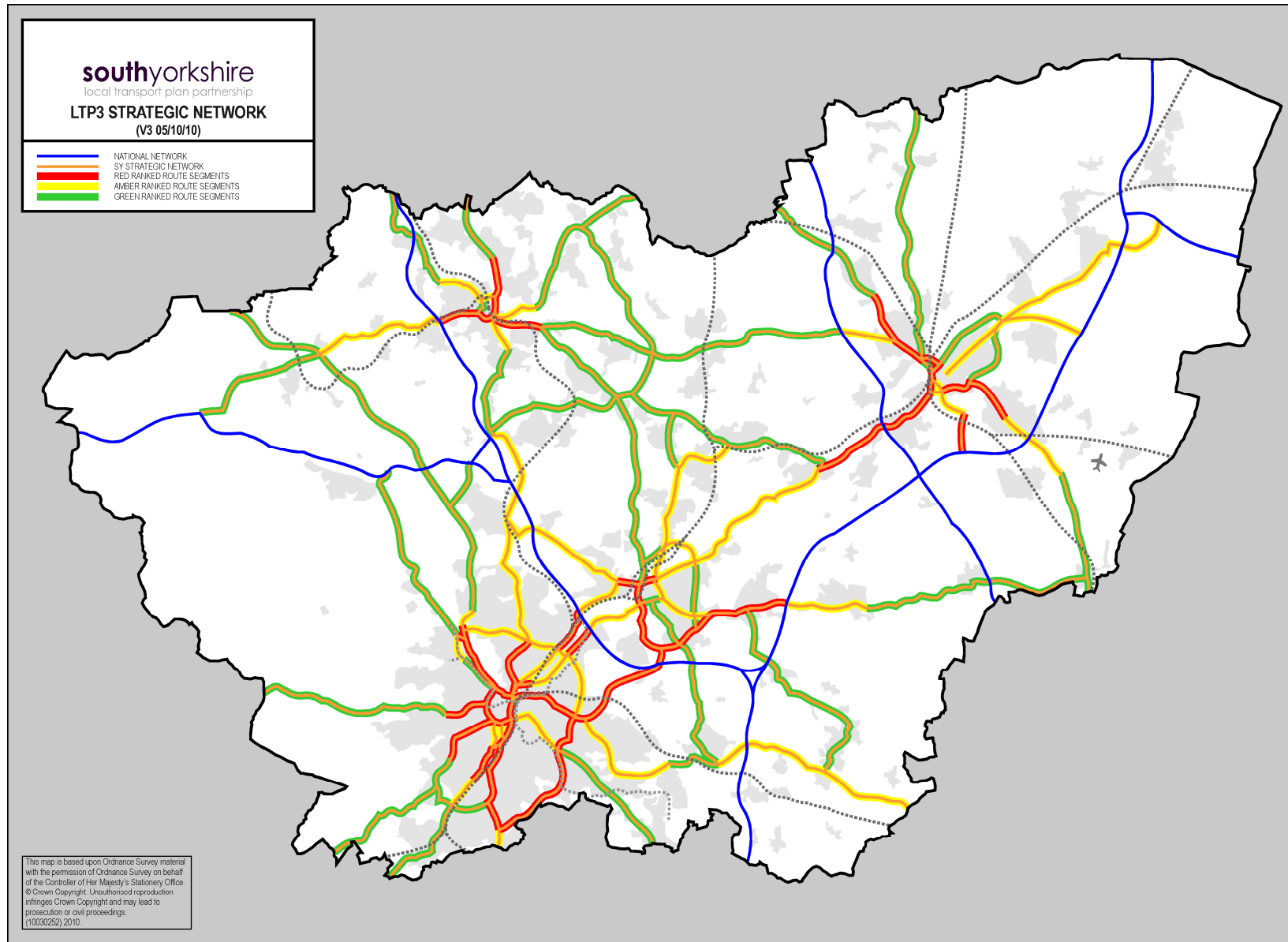
4 SOUTH YORKSHIRE STRATEGIC INVESTMENT THEMES

NETWORK HIERARCHY

- 4.1 In this section, we outline the key themes which we believe will provide us with the first steps to achieve the SCR Transport Strategy. But first we consider the network hierarchy, as this will be a key influence on our approach to investment. At a time when we need to severely prioritise resources the need to maintain existing assets in addition to having a key network hierarchy will form a cornerstone of the prioritisation process.
- 4.2 A key influence on the strategic investment themes is the network hierarchy defined in the Transport Strategy and comprising three levels: National, Strategic, and Local Levels:-
- ◆ The **National Network** includes the rail network managed by Network Rail, and the motorways and trunk road network managed by the Highways Agency - including the M1, A1(M), M18, M180, plus sections of the A616, A628 and A61. Our role in relation to the National Network is primarily an influencing and support role.
 - ◆ The **Strategic Network** comprises those routes within the city region which link the major towns, provide key connections with other city regions, and accommodate the strategic public transport network, both buses and trams. The Strategic Network is the responsibility of the District Councils working in partnership.
 - ◆ The **Local Network** comprises the majority of the road network and includes residential streets and local bus routes. District Councils will usually decide which interventions are needed on local road networks without wider reference to the LTP Partnership, though schemes will be assessed against LTP3 goals.
- 4.3 To help target our interventions to best effect we have identified those parts of the road network which are critical to transport movements in the area and so to the overall reliability of the system.
- 4.4 The South Yorkshire Strategic Network shown in *Map 1* comprises 39 routes, defined because they:-
- ◆ Reflect key travel corridors between main urban areas and/or the National Network;
 - ◆ Provide the main links between key settlements (within and outside South Yorkshire);
 - ◆ Are critical/traffic sensitive in terms of network resilience (ie those routes which are particularly managed to ensure disruption is minimised);
 - ◆ Take account of Emergency Diversion Routes agreed with the Highways Agency (ie alternative routes which motorists are encouraged to use when motorways are closed);
 - ◆ Are bus 'key routes' ;
 - ◆ Are important for freight.
- 4.5 Within the Strategic Network, 158 discrete route segments have been identified and assessed having regard to a number of factors including average daily flows, bus key routes, motorway diversion routes, journey times/delay and residence issues. The most critical sections of the Strategic Network are marked red on the map, the second most critical marked amber and the least critical marked green ¹.

¹ A full assessment is available in the document "South Yorkshire Strategic Network" October 2010 [www.syltp.org.uk]

Map 1: South Yorkshire Strategic Network



STRATEGIC INVESTMENT THEMES

- 4.6 In order to deliver the LTP3 Strategy, partners have developed a series of themes that meet the new policy objectives. These themes for investment will require a combination of capital and revenue funds.
- 4.7 We show the indicative cost requirement of each theme (low cost: below £3m; medium cost: £3-10m; and high cost: over £10m). Once the 2011/12 settlement has been considered in more detail, we will revisit the themes and adjust our plans to ensure we have a realistic and affordable set of investment propositions for the next four years. We will also seek other sources of funds such as the LSTF and RGF. In order to progress these themes, integrating other funding sources with the LTP working with key stakeholder we will work to align budgets and key ambitions with other aligned agendas.
- 4.8 Each of the investment themes is led by one of the Partnership's Implementation Groups (see *Appendix 1*). However, all the themes are cross-cutting to some degree and will be supported by a number of Implementation Groups working collaboratively. We have identified how each Group will need to contribute to each theme, and established arrangements for collaborative working.
- 4.9 We begin with asset management and maintenance as this is a key underpinning to all we do.

ASSET MANAGEMENT AND MAINTENANCE

- 4.10 Efficient and effective maintenance and management of our transport networks and all the assets associated with them will be critical to the achievement of our goals. Maintenance supports the majority of policies in the Strategy, but most especially *Policy (M), ensuring SCR networks are well maintained*. It also provides vital cross-cutting support to the work of all the Implementation Groups (*Appendix 1*), for example reducing accidents through ensuring well maintained assets, and reducing delays and disruption through coordinated works, and improving the appearance of the street-scene.
- 4.11 Many of our highway assets are old, and a considerable number of roads are under pressure, particularly from freight traffic. We are also experiencing an increased incidence of extreme weather events, such as ice, snow, storms and floods, at a time when there is a downward pressure on maintenance budgets. Against this challenging background, we are seeking to achieve the following outcomes:-
- ◆ Fewer roads, bridges and structures in need of structural maintenance, linked to our identified key routes;
 - ◆ Reduction in traffic delays attributable to poor asset condition, extreme weather events, and maintenance activities;
 - ◆ A reduction in road collisions and casualties associated with poor asset condition;
 - ◆ A reduced number of third party injury claims arising from maintenance issues;
 - ◆ Increased user satisfaction with the condition and safety of roads and pavements.
- 4.12 Achieving these outcomes will depend to a large degree on the resources available. But whatever the resource level, we will focus unrelentingly on getting the best value from what we have.

Our Approach to Asset Management

- 4.13 Our approach to asset management has a number of elements:-

- ◆ First, we will improve our knowledge and understanding of the area's transport assets. We have drawn up HAMPs, which document the current status of highway assets and how they are being managed across each District. We are developing this to produce a South Yorkshire HAMP which includes a fuller range of transport-related assets, including those relating to public transport and traffic management. This will give us a comprehensive evidence base and management plan against which to prioritise our maintenance resources most effectively to extend the life of transport assets.
- ◆ Second, we have identified the Strategic Network for the City Region (*Map 1*), and, within that, the priority route segments. The Strategic Network - along with major bus routes, access routes to key business sites, and feeder roads - will be assessed for asset condition, and in particular for any risks that asset condition poses to safety and free flow of traffic, and prioritised for investment. The partners will work collaboratively to ensure well coordinated highway maintenance programming with consistent standards. Where key routes cross administrative boundaries, we will work with colleagues from neighbouring authorities to adopt a coordinated approach.
- ◆ Third, in assessing investment proposals, we will take into account the ongoing maintenance cost implications. This applies not just to conventional highway assets, but also to the newer intelligent transport management installations, where the likely demands for additional and replacement equipment will be factored into the appraisal.
- ◆ Fourth, SCC continues to work on the Private Finance Initiative (PFI) to upgrade the city's entire highway infrastructure. The successful provider will upgrade the City's highway assets, including carriageways, footways, street lights, signs and traffic signals over a core investment period (up to seven years), and then maintain the network at the improved condition for the remainder of the 25 year contract. The DfT have confirmed that the PFI project will continue, but that they will be working to establish how the project can be delivered affordably.
- ◆ Fifth, we have developed collaborative approaches to procuring services, beginning with surface dressing, and will look for ways of extending this in future. Together we will also explore innovative approaches to maintenance in order to maximise value for money. One such area for consideration is to either share resources or collaboratively procure inventory updates.
- ◆ Sixth, where we adopt new highway assets (via Section 38 or 278 agreements) or we make changes to the highway network which is known to have significant future maintenance liabilities (eg new traffic signals or new structures), we will strive to secure commuted sums from the promoter to cover the future maintenance requirements and protect existing budgets.

Investment Theme 1: District Maintenance Allocations

- 4.14 All four districts have a sizeable backlog of planned maintenance schemes and needs. In future the Maintenance Block (*see section 6*) will be allocated to SYITA (not to individual Districts, as previously). It is evident that, with current pressures on the infrastructure, we will need to invest at least at the level of the DfT's indicative allocations in each District if the current condition of the assets is not to deteriorate.
- 4.15 Our approach will be to prioritise LTP capital according to asset management principles and the priorities in the Transport Strategy with a focus on the new Strategic Network and principle routes. The individual District revenue budgets will support planned maintenance

activities on the lower levels of the network and augmented schemes to the classified network.

Key Contribution to Policies: M
Indicative Cost Level: High
Lead Implementation Group: AMMG

Investment Theme 2: Integrated Highway Asset Schemes

- 4.16 To squeeze more from existing assets, we propose to build maintenance requirements more fully into our larger highway schemes, so that schemes are taken forward in a totally integrated manner. Schemes which will benefit from such an integrated approach include Quality Bus Corridors (QBCs), Smart Routes, Congestion and Road Safety schemes. Likewise, we will seek to achieve wider benefits from maintenance schemes, for example in terms of road safety improvements.
- 4.17 The benefits will include economies of scale in design and supervision, construction overheads, and traffic management and road closures. Integrated schemes will also be less disruptive to traffic than programming maintenance work separately.
- 4.18 Detailed funding requirements will emerge as the scheme-specific sites are identified over the next 3-6 months.

Key Contribution to Policies: M
Indicative Cost Level: Medium
Lead Implementation Group: AMMG

Investment Theme 3: Strategic Network/Severance Schemes

- 4.19 Occasionally an exceptional situation arises when a highways structure, usually a bridge, requires major maintenance work, without which there would be very serious implications for the strategic network and the surrounding community.
- 4.20 The DfT is considering removing the national allocation to support major works to structures, and the process for funding exceptional highway maintenance schemes. If this happens, we will need to make a provision for such costs, should the situation arise.
- 4.21 The theme is critically important, especially to the goal of *Supporting the Economy*, and to a number of our policies, such as *Policy (L) reducing the amount of productive time lost on the strategic road network and improving its resilience and reliability* and *(M) ensuring SCR networks are well maintained*. The closure of a major road and the re-routing of traffic can also have serious environmental and social and safety implications.
- 4.22 Schemes of this type should not arise very often. The need to fully fund an individual scheme up to the major scheme threshold is likely to be infrequent, though the need to part fund such work might arise more frequently.

Key Contribution to Policies: L and M
Indicative Cost Level: Medium
Lead Implementation Group: AMMG

CONGESTION AND NETWORK MANAGEMENT

Investment Theme 4: South Yorkshire Intelligent Transport Systems (syITS)

- 4.23 The use of Intelligent Transport Systems (ITS) will be important in working our infrastructure as efficiently as possible. syITS is now established as a core tool for the operation and management of South Yorkshire's highway network, and brings three main benefits:-
- ◆ Improving Traffic Management and Flow - syITS is able to detect vehicle movements and make computerised changes to traffic light sequencing, so improving traffic flows. It can also give buses priority by monitoring where they are and where they should be according to their timetables.
 - ◆ Influencing Travel Behaviour - syITS can help drivers to make informed choices by providing up-to-date information on journey times, route incidents and delays, and car park capacity, for example through variable message signs.
 - ◆ Data and Intelligence - Through a network of automatic number plate recognition (ANPR) cameras, the system has the potential to provide comprehensive information on the origin and destination of traffic across the sub-region, and thereby enable us to analyse influencing the performance of a 'whole route'.
- 4.24 The syITS system is key to delivering a range of policies, including policy (B) *improving the reliability and the resilience of the national road network using a range of management measures*, (C) *finding efficient and sustainable means of distribution, while growing SCR's logistic sector*, (L) *reducing the amount of productive time lost on the strategic road network and improving its resilience and reliability without making substantial investment in the physical capacity of the network*.
- 4.25 Over the next three years we propose to complete the current syITS facilities, improve their coordination, especially strengthening the links between the South Yorkshire TCC and the Barnsley, Rotherham and Doncaster systems. We also propose to make improvements to the system, extending its geographical coverage and enhancing its functionality. Key developments will include:-
- ◆ making the Vehicle Message Sign (VMS) system fully operational;
 - ◆ completing the installation of ANPR cameras, and their connections to the system;
 - ◆ enhancing radio capacity to enable the roll out of the Strategic Traffic Management (STM) system beyond the junctions identified in Sheffield and Rotherham;
 - ◆ further developing bus priority sequencing;
 - ◆ maximising the current technology, including extending the operational hours of the Traffic Control Centre;
 - ◆ Delivering a comprehensive, credible source of journey planning information for road-based transport including freight.
- 4.26 ITS provides good value for money. The Transport Research Laboratory reports benefit-cost ratios ranging from 3.8 for incident detection to 34 for intersection control. Worldwide studies have indicated that modern ITS investment can lead to an effective increase in road capacity in the order of 10%.
- 4.27 The core syITS system has been installed using European Regional Development Fund (ERDF) and Congestion Reward Funding (CRF). In addition to existing District-funded operation and maintenance costs for UTC technology, funding will be required for to cover

ongoing costs, system enhancements and an extension of ANPR, CCTV and VMS coverage on 'red-rated' high priority route sections.

Key Contribution to Policies: B, C, and L

Indicative Cost Level: Medium

Lead Implementation Group: CNMG

Investment Theme 5: Core Network Management Processes

- 4.28 There is already very close Partnership working on network management, involving the District Councils, the Highways Agency and South Yorkshire Police. We will strengthen further our network management activities using powers available under network management legislation. For example, we are actively investigating the possibility of introducing a 'permit to work in the highway' scheme to better manage work activities on the public highway. This aims to improve local authorities' ability to control and coordinate utility companies' streetworks with their own in order to minimise disruption and congestion.
- 4.29 The scheme supports a number of key policies including policy (B) *improving the reliability and resilience of the national road network using a range of management measures*, (C) *finding efficient and sustainable means of distribution, while growing SCR's logistics sector*, and (L) *reducing the amount of productive time lost on the strategic road network and improving its resilience and reliability*.
- 4.30 A benefit cost analysis has shown that a permit-to-work scheme would bring about a delay saving across South Yorkshire. There are also further un-quantified benefits in terms of environmental impact and reduced costs to business.
- 4.31 The scheme involves very little capital cost, other than consultancy support and possibly initial IT costs. Fee income raised should recover additional costs providing it is ring-fenced to support the permit scheme.
- 4.32 In addition to the permit to work scheme, it is proposed to provide continued support in terms of evidence collection and analysis plus supervision of the network. This analysis will include engagement with the freight industry about the routing of vehicles between the Strategic Network and the larger freight distribution centres and destinations in the sub-region. Value for money of such support is considered to be very high, as the support provides an essential underpinning to the overall strategy.

Key Contribution to Policies: B, C and L

Indicative Cost Level: Low

Lead Implementation Group: CNMG

Investment Theme 6: Selected Investment in the Strategic Network

- 4.33 Whilst syITS is absolutely central to our strategy, there will be a need for some selective investment in physical enhancements to the road network. In particular this will rationalise road space to the benefit of key users, including freight and business, high occupancy users, trams and buses. It would also facilitate more efficient deliveries and servicing of our centres, whilst minimising the impact on the local environment.
- 4.34 Such investments particularly support policies (B), *improving the reliability and resilience of the national road network using a range of management measures*, (C) *finding efficient and sustainable means of distribution, while growing SCR's logistics sector*, and (L) *reducing the amount of productive time lost on the strategic road network and improving its resilience and reliability*.

- 4.35 The person journey time savings predicted by investing in target routes has been confirmed through our annual monitoring of journey times, and has attracted reward funding from the DfT. Joint work with bus operators on Target Routes/Key Bus Routes (Smart Routes) has demonstrated the benefits in terms of reduced operator costs leading to voluntary agreement on controlling fares.
- 4.36 Schemes would be taken forward by the Congestion and Network Management Group (CNMG) in Partnership with the Public Transport Board (PTB). The total call on capital resources would depend on the number of schemes undertaken – schemes currently average £2.5m. Much of the additional revenue requirement would overlap with existing urban traffic control maintenance regimes and sYITS work.

Key Contribution to Policies: B, C, L.
Indicative Cost Level: High
Lead Implementation Group: CNMG

PUBLIC TRANSPORT

Investment Theme 7: Better Public Transport Connectivity

- 4.37 Good public transport links to other key towns, cities and business centres, both within and outside the city region, are vitally important to the economic growth prospects of the City Region. They are especially important to support business-to-business needs and are of high priority to the LEP. Activity in this area supports the *Economic Growth* goal, and particularly policies (D), *improving rail services and access to stations, focusing on interventions that can be delivered in the short term*, (E) *ensuring SCR is served by HSR and*, (F) *improving connectivity between major settlements*.
- 4.38 The work involved here includes:-
- ◆ Lobbying for improved rail services, including HSR, electrification, line speed, frequency and capacity enhancements;
 - ◆ Tram extensions including to Rotherham, using Tram/Train;
 - ◆ Barnsley / Doncaster Links;
 - ◆ Working in partnership on specific schemes forming part of the rail Route Utilisation Strategies affecting South Yorkshire;
 - ◆ Lobbying to undertake a greater role in rail franchises affecting the City Region.
- 4.39 It also provides vital cross-cutting support to the work of all the other implementation groups, for example reducing accidents through well maintained assets, and reducing delays and disruption, through well coordinated works, and improving the appearance of the street-scene.
- 4.40 Whilst the total cost of the interventions in this thematic area can be very high, our own work is largely about lobbying for developments which would benefit the city region, the local cost of which would be very modest.

Key Contribution to Policies: D, E and F
Indicative Cost Level: Low
Lead Implementation Group: PTB

Investment Theme 8: Public Transport Infrastructure to Unlock Sustainable Regeneration

- 4.41 It is vital to the city region's economic growth that we open up a number of strategic regeneration sites to investment, and ensure they are accessible by all transport modes. This is a major point in the LEPs proposition for the SCR.

4.42 Several key public transport-based schemes have been developed to meet this need by opening up sustainable access to sites in the Don Valley, Waverley and SCC. The initiatives will make a critical contribution to our goal of *Supporting Economic Growth*, and in particular will support policies (G), *delivering interventions required for development and regeneration*, (K) *developing public transport that connects people to jobs and training in both urban and rural areas* and (I) *focusing new development along key public transport corridors and in places adjacent to existing shops and services*, whilst minimising the implications for growth on emissions, particularly *policy (V) to improve air quality especially in designated AQMA areas*.

4.43 The major schemes in this group (see section 6 for more detail) include:-

- ◆ BRT North
- ◆ BRT South
- ◆ Additional Supertram vehicles
- ◆ Work to support delivery of the Penistone Road Smart Route scheme
- ◆ Development of proposals for Integ8 park and ride network

4.44 The benefit cost ratios of the current major schemes exceed the DfT's high value for money ratio (2.0).

4.45 SYPTE has a strong track record of delivering major projects to budget, including the Frenchgate Interchange, delivered in partnership with private sector developers, the Sheffield Station Masterplan, delivered in partnership with SCC, Network Rail and MML under a complex multi organisational funding regime, and Barnsley Interchange.

4.46 The recent DfT announcement means these initiatives now need to be reviewed and updated and the impact on local and other funding will require further investigation (see section 6.)

Key Contribution to Policies: G, I, K and V

Indicative Cost Level: Medium (ie local contribution)

Lead Implementation Group: PTB

Investment Theme 9: Public Transport System to Link People to Jobs

4.47 A good public transport system is of fundamental importance to people's quality of life and economic well-being, a vital aspect being the linking of people to employment and training opportunities. This theme involves encouraging the use of public transport through a quality customer offer, keeping public transport affordable and providing reliable, stable, and well-maintained network. It supports all our strategic goals, and makes a key contribution to a range of policies, including *Policy (F) improving connectivity between major settlements*, (G) *delivering interventions required for development and regeneration*, (K) *developing public transport that connects people to jobs and training in both urban and rural areas* and (N) *developing user-friendly public transport, covering all parts of the SCR, with high quality of integration between different modes*. It also makes significant contributions to policies (O) *ensuring public transport is accessible to all*, (P) *working with operators to keep fares affordable, especially for travellers in need* and (Z) *improving safety and the perception of safety on public transport*.

4.48 This theme can be contains a large range of activities, which can be grouped into three categories:-

- ◆ Initiatives on key routes and hotspots which improve the attractiveness of public transport on the busiest part of the network, improve punctuality, reliability,

satisfaction and patronage. Currently active routes include: Barnsley – Wakefield (A61 North), Doncaster, Balby Road (A630), Rotherham Central Core, including Thrybergh (A630), and Sheffield, Ecclesall Road (A625);

- ◆ Improvements to county-wide public transport facilities and infrastructure including work at Interchanges, local rail stations, park and ride sites, the tram network and bus stops;
- ◆ Ensuring the public transport facilities provided within South Yorkshire are well maintained and the barriers for non-use by the public are addressed.

4.49 Delivery of these types of initiatives will require careful coordination between Implementation Groups to maximise the return on investment across all our policy areas. Many areas of beneficial joint working have been identified already. These include effective use of traffic management, the impact of the public transport fleet on climate issues and early consideration of all groups' schemes to identify elements of efficiency and common benefit.

4.50 In parallel with these investments, the PTB will continue to identify areas where existing services can be provided at lower cost. We will continue to work with Operating Partners to deliver infrastructure schemes, which leverage in private investment and other commitments from partners (eg more energy effective fleets). The overall success of these policies will rely heavily on continuing use of the SYPTE revenue budget.

4.51 In total the potential programme of works is far higher than the likely available funding, and once local funding levels are agreed, the programme will be reviewed to maximise delivery against goals, policy mode, district and operating partner. Public sector investment will be used as leverage for investment by operators, developers and for other funding regimes to maximise the outputs and outcomes which can be achieved within the investment period.

Key Contribution to Policies: F, G, K, N, O, P and Z
Indicative Cost Level: High
Lead Implementation Group: PTB

QUALITY OF LIFE

Investment Theme 10: Active Travel

4.52 This theme principally advances policy (S) *To encourage active travel and develop high-quality cycling and walking networks, as well as supporting other policies such as (H) to develop high quality public places, (Q) to provide efficient and sustainable access to our green and recreational spaces and (V) to improve air quality especially in AQMA areas.* Active travel contributes to the improvement of health and addresses social inclusion by improving physical access to employment and services for people who have no other option. If taken up on a significant scale, active travel can help reduce congestion and carbon emissions and also help to reduce congestion.

4.53 The theme comprises key local cycling and walking schemes as outlined in the SYCS and the successful initiatives from the local District Cycle Action Plans. It also includes cycle infrastructure projects to improve access to key facilities, schools, public transport hubs, areas of high employment density and green and recreational spaces.

4.54 The aim is to bring about:-

- ◆ Substantial increases in walking and cycling to and from key facilities, schools, public transport hubs, areas of high employment density, green spaces and recreational spaces;
- ◆ Cycle infrastructure improvements, including the provision of cycle parking and quality cycle route improvements;
- ◆ Improved awareness of cycling and walking routes and services.

4.55 The theme comprises a suite of initiatives, including:-

- ◆ Enhancing the cycle route infrastructure – in particular to make areas of high employment density, schools and public transport stations as focal points of new cycle routes;
- ◆ Electric bike leasing scheme – a pilot leasing scheme for large organisations in South Yorkshire;
- ◆ Expansion of the 'Bike IT' project across South Yorkshire.;
- ◆ Building on the Sheffield pilot to roll out the BikeBoost Scheme across South Yorkshire;
- ◆ City Region Cycle Hire Scheme
- ◆ Sheffield City Centre Bike Park;
- ◆ Sustrans Connect2 – connecting Chesterfield, Halfway and Killamarsh cycle routes;
- ◆ Access to Opportunities Phase 2.

4.56 Active travel schemes tend to have high benefit cost ratios. For example, it is estimated that an intervention costing £10,000 will break even if it results in one additional regular cyclist over a 30 year period. Bike Boost breaks down to a cost of £260 per participant of whom more than 50% will continue to cycle regularly. This represents a cost of around £520 per regular cyclist. This suggests a BCR of around 19:1, assuming the travel behaviour change is long-term.

4.57 Resources will be targeted where they will achieve the best results, identified through demographic data, trip data and bespoke assessment criteria to identify where active travel schemes would be most successful

4.58 Some of this activity could be delivered from delivery partners' existing resources, provided these are sustained. However, the majority of these initiatives will depend on the success of our sub-regional bid to the LSTF. We will also seek external funding for eligible elements of the programme, for example through European Union funding, Sustrans, lottery funding, Community Assemblies, developer contributions and sponsorship.

Key Contribution to Policy: S, H, Q and V

Indicative Cost Level: Medium

Lead Implementation Group: QoL

Investment Theme 11: Marketing, Communications and Travel Planning Support

4.59 An important part of our Strategy is to increase the use of cycling, walking, smarter travel and public transport use as an alternative to single occupancy car use. We already have a range of programmes to enable and encourage those who so wish to travel to work, school or services on foot, by cycle, or by public transport. Over the next three years we aim to strengthen and rationalise these programmes so that people's opportunities are genuinely realised. These programmes will particularly support policies (K) *developing public transport that connects people to jobs and training in both urban and rural areas*, (O) *ensuring public transport is accessible to all*, (S) *encouraging active travel and developing high-quality cycling and walking networks*, (Q) *ensuring the accessibility to green and recreational spaces*, and (T) *providing information and travel advice for users of all modes of transport so that they can make informed travel choices*. The programmes also

contribute to reducing congestion and improving reliability on the network (walking and cycling times are more predictable than car journey times), and to reduced carbon emissions and improved air quality.

4.60 We aim to develop and build on three specific programmes:-

- ◆ Smarter Choices Marketing and Communication Programme – a range of travel behaviour change initiatives, including the development of a countywide travel plan portal to improve the provision of travel planning and Smarter Choices information across the City Region;
- ◆ Travel Behaviour Change Campaign – a potential large scale Travel Behaviour Change campaign, working with other groups, to influence more people to travel by safer sustainable travel. This would require the establishment of a countywide travel behaviour change unit that adopts a targeted and coordinated approach;
- ◆ South Yorkshire Travel Planning Programme – including information and incentive packages to encourage organisations to carry out measures in their travel plans. This includes the maintenance of existing travel planning services, such as iTrace South Yorkshire and the county roll-out of the successful Bus IT pilot.

4.61 We will also examine how our marketing approaches can be rationalised and strengthened to give a more consistent branding, and to incorporate other issues, such as safer road use and emissions reduction.

4.62 The initiatives set out in this theme are predominantly low cost, high value measures. In the Sustainable Travel Towns pilot, promotional, marketing and travel planning revenue-based activities cost between £2 and £3 per head of population, and car driver trips fell by 9% between 2004 and 2008. The benefit- cost ratio for travel planning activity was estimated at 4.5:1 in terms of reduced congestion alone, before environmental, health and consumer savings benefits were taken into account (*Sustainable Travel Town Evaluation Report*).

4.63 Much of the programme could be delivered with the current level of resources, providing these are sustained over the period of the Plan. Where external skills are required, we will seek support from local organisations.

Key Contribution to Policies: K, O, Q, S and T

Indicative Cost Level: Low

Lead Implementation Group: QoL

Investment Theme 12: Motorised and Smarter Travel

4.64 This theme comprises a range of measures which, firstly, minimise the need for unnecessary travel; secondly, ensure that working practices are as flexible as possible in order to make best use of the network; and thirdly ensure that motorised travel, where it is necessary, is as effective and efficient as possible.

4.65 More specifically it involves:-

- ◆ Encouraging organisations to adopt facilities for homeworking, teleworking, and teleconferencing to minimise unnecessary commuting;
- ◆ Encouraging more organisations to introduce flexible working hours, where they don't have them already, so enabling employees to 'time shift' to quieter periods on the network;

- ◆ Enabling and encouraging more people to car share and to join car clubs to reduce the number of single occupant car journeys;
- ◆ Encouraging the use of public transport, and providing alternative travel options for those without adequate access to public transport.

4.66 The theme contributes to a number of key policies, *including policy (N) developing user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes, (O) ensuring public transport is accessible to all and (Q) providing efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism.* It also contributes to the reduction of congestion and emissions.

4.67 Over the next three years, we would propose to advance and further develop three main programmes:-

- ◆ A countywide roll out of the successful Bus IT scheme;
- ◆ A 'Smarter Travel' Programme, incorporating a Car Share South Yorkshire Promotional Campaign, Car Club Support, a Smart Working Campaign and maintaining the Car Share South Yorkshire website;
- ◆ A continuation of the W2W

4.68 Much of the activity could be delivered within current resource levels, providing these are sustained.

Key Contribution to Policies: N, O, Q, T, U and V
Indicative Cost Level: Low
Lead Implementation Group: QoL

AIR QUALITY AND CLIMATE CHANGE

Investment Theme 13: Energy Generation

4.69 The proposal here is to identify where and how we might incorporate energy generation as part of our transport infrastructure. The proposal would be the chief means of taking forward *Policy (U), to support the generation of energy from renewable sources, and use energy in a responsible way.*

4.70 Initiatives would range from include micro-generation on road signs to solar PV (photo voltaic cell) panels covering the roofs of transport interchanges. It could also include the generation of low carbon forms of energy for direct vehicle use, such as biomethane.

4.71 Established commercial clean energy generation technologies exist, and could represent good value for money as feed in tariffs would allow energy savings to be realised over the life of the asset.

4.72 The proposal is for initial investigative work to test the potential of the initiative further.

Key Contribution to Policy: U
Indicative Cost Level: Low
Lead Implementation Group: AQCG

Investment Theme 14: Vehicles and Fuels

4.73 The aim of this theme is to reverse the growth in carbon emissions from transport.

4.74 The theme supports *policy (R) to work to improve the efficiency of all vehicles and reduce their carbon emissions and (V) to improve air quality especially in designated AQMA areas.*

4.75 There are three strands to the proposal:-

- ◆ Investment in low carbon vehicles;
- ◆ Investment in low carbon infrastructure;
- ◆ Promoting the more efficient use of vehicles.

4.76 Promoting the more efficient use of vehicles could be effective in improving fuel efficiency by 5-10% when a range of eco-driving principles are adopted. Progress is already being made, for example through the ECO (Efficient and Cleaner Operation) Stars scheme where fleets have shown a significant reduction in air pollutant emissions, as well as carbon emission improvements.

4.77 We would propose to access additional funding from national and European sources where possible, as well as working in partnership with the private sector to facilitate the development of the market. Some modest capital funding would be required. There could also be ongoing revenue costs associated with the continued operation and maintenance of alternative fuels infrastructure, and we will be exploring the potential for partner contributions here.

Key Contribution to Policies: R and V
Indicative Cost Level: Low
Lead Implementation Group: AQCG

Investment Theme 15: Evaluation of Emissions, Air Quality and Noise

4.78 This theme supports a range of policies, but particularly *Policy (V) to improve air quality especially in designated AQMA areas.*

4.79 The intention is to continue the work begun under LTP2 to undertake sub-regional air quality monitoring and modelling as an assessment tool for actions within the plan. This will be extended into a similar assessment of carbon reduction and transport related noise plan measures, which will be necessary when significant investment decisions are taken, and in assessing the impact of a range of LTP3 projects. There are two strands: modelling and monitoring.

4.80 The aim of modelling is to build a South Yorkshire wide emissions database of traffic information (including information about vehicle types, traffic levels, emissions factors, speeds etc. This will then be used to make predictions regarding air quality and carbon emissions to assess the likely impact of schemes.

4.81 Air quality monitoring is carried out by mobile roadside monitoring stations in various South Yorkshire locations which measure nitrogen dioxide and PM10 pollutants. The project provides information on trends and pollution levels in AQMAs, to assess the effectiveness of mitigation measures in these areas, and in reports to Defra.

4.82 This work represents excellent value for money. Running South Yorkshire-wide, the work has the potential to support bids for external funding.

Key Contribution to Policy: V
Indicative Cost Level: Low
Lead Implementation Group: AQCG

SAFER ROADS

Investment Theme 16: Enforcing Road Traffic Law

4.83 Enforcing road traffic law is a key aspect of making our roads safer. To inform our enforcement priorities, we will ensure we have the intelligence and capability to analyse patterns of offending and number and severity of injuries. This will determine our priorities for enforcement via:-

- ◆ Safety cameras;
- ◆ Local policing;
- ◆ ANPR to identify stolen, untaxed or uninsured vehicles;
- ◆ Campaigns, for example to reduce vehicle defects;
- ◆ Campaigns on drink/drug driving, motorcycles, seat belts, dangerous driving etc;
- ◆ Speed enforcement on priority routes;
- ◆ The referral of drivers to Speed Awareness Courses (SAC) and the national driver improvement scheme;
- ◆ Parking and bus lane/gate enforcement and other moving traffic offences.

4.84 A key feature is our emphasis on educating drivers to improve standards rather than penalising them.

4.85 Enforcement activity makes a major contribution to maximising safety, in particular *policy (W), encouraging safer road use and reducing casualties on our roads, (X) working with the Police to enforce traffic laws and (Y) focusing safety efforts on vulnerable groups.*

4.86 This is primarily revenue-based activity, though there is also a need for some capital expenditure to develop and maintain new technology. There are some opportunities in this area to support investment by recovering a proportion of costs.

Key Contribution to policies: W, X and Y
Indicative Cost Level: Medium (excluding traffic policing costs)
Lead Implementation Group: SRP

Investment Theme 17: Designing and Maintaining Safe Roads

4.87 Whilst there will be a strong emphasis on non-physical approaches to safer roads, such as enforcement and education, there will still be a need for a number of targeted physical schemes. We will also be seeking integrated approaches to new traffic schemes so that road safety considerations are built in as an integral part of scheme design.

4.88 The building and maintaining safe roads makes a primary contribution to our goal of *Maximising Safety*, and especially to *Policy (W), encouraging safer road use and reducing casualties on our roads, (M) ensuring our networks are well-maintained and (Y), focusing safety efforts on vulnerable groups.*

4.89 Interventions in this area include:-

- ◆ Integrating the safer roads principles into Districts' AMPs and better linking maintenance standards with casualties in the South Yorkshire TAMP;
- ◆ Carrying out regular inspections of the highway network to identify defects that are likely to cause road safety problems to pedestrians, cyclists and all other road users;
- ◆ A winter service that has the safety of all road users as a primary objective;
- ◆ Implementing traffic schemes such as traffic calming, often through the district local programmes;

- ◆ Junction improvements and other engineering work;
- ◆ The provision of high standard pedestrian and cycling facilities;
- ◆ Ensuring high quality lining, signing, lighting, and traffic signals;
- ◆ Broadening the scope and improving the consistency of applications of the Road Safety Audit process.

4.90 A key underpinning of all this work will be to maintain sound intelligence so that interventions can be targeted to best effect, and working with other groups to ensure safety remains high on their agendas.

4.91 Local safety schemes tend to offer good value for money, with benefit cost ratios nationally reported to average around 20:1, though with a wide degree of variation. Most of the local interventions will be funded through the districts' devolved funds (see section 5), often informed by local intelligence and supported by Community Assemblies/Area Panels/Neighbourhood Forums.

Key Contribution to Policies: M, W and Y

Indicative Cost Level: High (including District programmes)

Lead Implementation Group: SRP

Investment Theme 18: Safer Roads for Children and Young People

4.92 Another key priority for us is to ensure our roads are safe for children and young people. This makes a major contribution to the primary goal of *Maximising Safety*, supports a number of policies, most notably *Policy (W), encouraging safer road use and reducing casualties on our roads and (Y), focusing our safety efforts on vulnerable groups*.

4.93 We will sustain a range of current programmes aimed at improving safety of children and young people. These will include:-

- ◆ Child pedestrian and cycling training and road safety education;
- ◆ Engaging with school travel plans and school gate parking issues
- ◆ Closely linking with Safe Routes to School and Sustainable School travel agendas;
- ◆ Encouraging walking buses;
- ◆ Promoting seat belt wearing and child restraints;
- ◆ Effective speed management particularly in residential areas;
- ◆ Targeting programme aimed at young drivers and riders.

4.94 Whilst the effectiveness of such activities is difficult to quantify, the growing emphasis on educational and training activities in recent years has been accompanied by a reduction in casualties among children and young people. Value for money of these activities is considered to be very high since, as well as the personal issues, saving injury to this particular age group has a high economic rate of return. We will focus on strengthening evaluation and intelligence-based targeting to maximise the effectiveness of the programmes.

4.95 The activity is primarily revenue-based, involving staff time and community liaison. Funding is available through non-transport sources and there are opportunities to further support investment, for example through sponsorship.

Key Contribution to Policy: W, and Y

Indicative Cost Level: Low

Lead Implementation Group: SRP

The strategic investment themes are summarised in Table 4.1.

Table 4.1: Strategic Investment Themes

Ref	Priority Investment Themes	Key Policies	Indicative cost	Lead Group
Asset Management and Maintenance				
1	District maintenance allocations	M	High	AMMG
2	Integrated highway asset schemes	M	Medium	AMMG
3	Strategic network/severance schemes	L,M	Medium	AMMG
Congestion and Network Management				
4	syITS	B,C,L	Medium	CNMG
5	Core management processes for the network	B,C,L	Low	CNMG
6	Selective investment in the strategic network	B,C,L	High	CNMG
Public Transport				
7	Better public transport connectivity	D,E,F	Low	PTB
8	Public transport infrastructure to unlock sustainable regeneration	G,I,K	Medium	PTB
9	Public transport system to link people to jobs	F,G,K,N, O,P,Z	High	PTB
Quality of Life				
10	Active travel	H,Q,S,V	Medium	QoL
11	Marketing, communications and travel planning support	K,O,Q, S,T	Low	QoL
12	Motorised and smarter travel	N,O,Q	Low	QoL
Air Quality and Climate Change				
13	Energy generation	U	Low	AQCG
14	Vehicles and fuels	R,V	Low	AQCG
15	Evaluation of air quality, emissions and noise	V	Low	AQCG
Safer Roads				
16	Enforcing road traffic law	W,X,Y	Medium	SRP
17	Designing and maintaining safe roads	M,W,Y	High	SRP
18	Safer roads for children and young people	W,Y	Low	SRP

Key to Implementation Groups: AQCG - Air Quality and Climate Group; AMMG - Asset Management and Maintenance Group; CNMG - Congestion and Network Management Group; PTB - Public Transport Board; QoL - Quality of Life Group; SRP - Safer Roads Partnership; SLG - Strategic Leadership Group.

5 DISTRICT PLANS

- 5.1 Working in Partnership, the four District Councils and SYPTE operate a coherent transport programme at the South Yorkshire level, based on pooled resources. Dovetailed with this, each District operates its own local programme, which is aligned to the LTP strategic priorities, and which also addresses local transport issues. These programmes are funded through devolved ITB funding (*see section 6*) and the District Council's own resources. The SYPTE also invests resources to support and improve public transport in each of the Districts.
- 5.2 All four Districts place considerable emphasis on securing value for money. They are all proactive in leveraging in external funding to support and enhance their local programmes. Funding sources include: ERDF, Community Infrastructure Fund, Sustrans, Lottery Funding, developer funding, partner contributions, both private and public, and Government sources (for initiatives such as Bike-it, Bike-Boost, Bikeability, Connect2 and Care4Air). In addition local arrangements often apply whereby Parish Councils or Community Assemblies, for example, contribute to the costs of local transport initiatives.
- 5.3 Key features of each District's transport plans for the next four years are outlined below, including:-
- ◆ the background and transport challenges in the District;
 - ◆ how the transport plans will help advance the District's ambitions;
 - ◆ the strategic actions proposed for the District which are of importance to the wider city region;
 - ◆ the public transport programme for the district (led by SYPTE in conjunction with the District Council);
 - ◆ how the District proposes to use its devolved funding on local programmes and the key packages planned.

BARNSLEY

Background and Transport Challenges

- 5.4 Barnsley forms part of both Sheffield and Leeds City Regions and has strong links with each city. The M1 motorway passes centrally through Barnsley borough and provides connections to the two city regions and beyond. The A1(M) to the east of the borough provides connections to the Humber ports and RHADS.
- 5.5 Barnsley is served by a north south-rail line that links to Leeds and Sheffield (and beyond to Nottingham), and a line that links to Huddersfield, with on-ward connections to Manchester. There is no direct service to Doncaster or Rotherham. Express services stop at the town station. Other stations at Darton, Wombwell, and Elsecar are served only by stopping services, as are Dodworth, Silkstone and Penistone stations on the Huddersfield/Barnsley line. Barnsley's bus links to other South Yorkshire and West Yorkshire centres are relatively poor.
- 5.6 Beyond the town itself, the borough has quite a dispersed settlement pattern with many former mining villages, especially in the Dearne Valley to the east, and a large semi-rural area to the west on the Pennine fringe. Employment locations are also quite dispersed. This is difficult geography to operate public transport efficiently and affordably, and bus services are often quite infrequent, and accessibility a challenge. Residents are heavily reliant on cars to get to work – 79% travel in this way compared with 71% nationally.

Nonetheless recently Barnsley has bucked the South Yorkshire trend by showing an increase in bus patronage after some years of decline. The town has a major new central interchange serving rail and bus services with associated taxi ranks and cycle and parking facilities.

Advancing Barnsley's Ambitions

5.7 Barnsley has an ambition to regenerate itself as a '21st Century Market Town', with a focus on creating an economy which makes an important and distinctive contribution to Leeds and Sheffield City Regions. The borough's Local Development Framework (LDF) has a growth agenda which envisages an increase of 350 hectares in employment land and 21,500 new homes over the period 2011 to 2026. The LDF also looks to provide a 21st century environment for learning, enterprise skills and services to ensure prosperity and a high quality of life for all.

Strategic Actions

5.8 Barnsley's transport vision is to have 'an integrated and safe transport system that supports the economic, social and environmental objectives of the borough.' Transport challenges are defined in the Barnsley Transport Strategy and linked to the borough's Development Framework. In summary they are:-

- ◆ Promoting economic growth and strategic connections of Barnsley Urban and the Principal Towns by:-
 - Improving internal and strategic links, including links with London and other Core Cities
 - Making best use of existing transport assets through good planning, maintenance and enhancement
 - Managing congestion
 - Improvements to existing highway network
 - New infrastructure, road and rail
- ◆ Promoting inclusion, accessibility and better quality of life by:-
 - Improving accessibility to health, education, leisure, countryside and work opportunities for everyone
 - Reducing the need to travel by car
- ◆ Delivering interventions that protect the natural environment, improve air quality, address climate change and reduce noise pollution by:-
 - Improving and protecting local air quality and reducing greenhouse gases
 - Reducing noise pollution
 - Influencing travel behaviour
- ◆ Deliver interventions which promote and support safety, security and health by:-
 - Reducing the number of people, particularly children, killed or seriously injured (KSI) on our roads
 - Increasing the feeling of safety and security, whilst using public transport, walking and cycling
 - Encouraging a healthier lifestyle to help reduce the high level of obesity and heart disease

Public Transport in Barnsley

- ◆ SYPTE supported services currently some comprise 22%² of the network as of November 2010. This includes rural services and early morning, evening and Sunday journeys, and improves connectivity between Barnsley and the Dearne Valley, the Penistone area, RHADS, Rotherham and Sheffield.
- ◆ Partners have also introduced a Barnsley 'Statutory Quality Partnership Scheme' (SQPS) for buses. This binding scheme, between the authorities and operators is scheduled to remain in force throughout the duration of the implementation plan, and helps to secure the delivery and maintenance of high quality bus services across the borough.
- ◆ Our contribution to the SQPS involves several important bus infrastructure schemes. Some deal with particular problem locations (called 'hotspots'), others are more route based improvement schemes (called 'key routes'). Over the Plan period this will include completion of existing key routes (eg Barnsley Wakefield A61N) and planning for future works (eg Barnsley Doncaster Corridor including works in the Dearne and Barnsley-Penistone). We will also develop new passenger facilities such as Elsecar Park & Ride, taking advantage of opportunities to expand facilities as they arise and resources allow.
- ◆ We also have a continued programme of improvement to passenger facilities based on results of Market research and subject to funding. This includes shelter programme provision of Real Time information and improvements to signage at Barnsley Interchange.
- ◆ We will continue to press for local rail improvements; line speed improvements Sheffield-Barnsley-Leeds and Huddersfield (especially Horbury Junction), higher capacity on the Barnsley-Huddersfield (Penistone line) and we will work with open-access operators for direct services to London. We will also examine the case for improving connectivity between Barnsley and Doncaster (including consideration of disused alignment from Stairfoot, through Wath and Swinton) to explore whether a business case exists.

Barnsley's Local Programme

5.9 Barnsley's local programme will be developed around the following objectives:-

- ◆ Designating a broad based Accessibility Improvement Zone as the focus of future transport investment;
- ◆ Implementing the Northern Barnsley Connectivity Study;
- ◆ Improving accessibility within the Principal Towns;
- ◆ Improving public transport, walking and cycling links between the Principal Towns;
- ◆ Improving links between Urban Barnsley and the Principal Towns to places on the Leeds to Sheffield corridor;
- ◆ Improving direct links between London, Manchester, other Core Cities and the Humber Ports;
- ◆ Supporting neighbouring authorities and joint working and establishing an integrated approach linking our neighbouring authorities through sub-regional and city regional working;
- ◆ Protecting disused rail lines for future reinstatement;
- ◆ Ensuring that new development is designed and located to be accessible to public transport, walking and cycling;
- ◆ Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards;
- ◆ Requiring transport assessments and travel plans for new development;

² Estimated on basis of mileage per week of operation Autumn 2010

- ◆ Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users;
- ◆ Setting the scope for Barnsley's Parking Strategy;
- ◆ Developing and implementing Air Quality Action Plans (AQAPs);
- ◆ Work with Partners to improve the efficiency of vehicles and goods delivery and reduce exhaust emissions;
- ◆ Providing for effective use of existing transport networks;
- ◆ Encouraging the take up of cycling and walking.

Key Packages of Schemes

5.10 Barnsley's investment will support the emerging priorities from the above. The types of schemes which will make up the local programme include:-

- ◆ New / improved bus stops;
- ◆ Cycling schemes and cycle parking facilities;
- ◆ New or improved footways;
- ◆ School Travel Plans;
- ◆ Safety schemes, including school schemes, new street lighting schemes, road crossings;
- ◆ Traffic management schemes;
- ◆ Junction improvements;
- ◆ Local road schemes;
- ◆ Other schemes, using LTP ITB funding;
- ◆ Carriageway maintenance schemes and footway maintenance schemes;
- ◆ Noise reducing road surfaces;
- ◆ Structural maintenance and enhancement.

DONCASTER

Background and Challenges

5.11 Doncaster is the largest local authority, by area, in the SCR, with a population of 290,000. It has strong links to the Sheffield conurbation, and also with Leeds, the East Midlands and the Humber ports. Doncaster's good external rail, road and air connections offer significant potential for investment and regeneration. However, access from the strategic road network to the town centre and major regeneration sites such as Waterfront, Lakeside and RHADS is limited, which creates accessibility problems. This can only be addressed through major public transport and highway infrastructure interventions. In addition the Council wishes to maintain the cohesiveness of local neighbourhoods and schools through investment in smaller- scale sustainable transport schemes.

5.12 Doncaster underperforms economically, and the borough is addressing this through engaging with the private sector to build a diverse economy. The Council's role is to create the right conditions for private sector investment through making the most its assets and opportunities, and creating the right conditions for growth. The package of investments developed through the transport strategy will unlock substantial regeneration sites to attract major investment and job opportunities for the community.

Advancing Doncaster's Ambitions

5.13 Doncaster's ambitions are outlined in the Borough Strategy, with a vision that '*by 2025 Doncaster will be one of the most successful towns in the north of England by being a gateway to opportunity locally, nationally and worldwide*'.

5.14 This will be achieved through three themes:-

- ◆ A well connected Borough;
- ◆ A visionary Borough;
- ◆ A regenerated Borough.

5.15 Transport will contribute to all three themes by making the most of existing connections and by delivering infrastructure improvements, including White Rose Way and the FARRRS to improve access to regeneration projects in the town centre, the Civic and Cultural Quarter, the Waterfront, Lakeside, Carr Lodge, the Inland Port and RHADS.

5.16 In addition, Doncaster's Mayor has set out his top ten priorities for Doncaster of which transport contributes to the following:-

- ◆ Improving Doncaster's economy through increasing and diversifying business and tourism opportunities across the Borough;
- ◆ Regenerating Doncaster's town centres including, within Doncaster itself, special emphasis on the Markets and Waterdale areas;
- ◆ Giving people choice in transport – trains, buses, cars, cycling and walking, so that all travel choices can be accommodated whilst improving journey times and punctuality thereby supporting economic regeneration;
- ◆ Making sure that local people get value for money from Council services.

Strategic Actions

5.17 The main focus will be on delivering major schemes to unlock regeneration through both public and private sector funding. This includes:-

- ◆ Delivering the White Rose Way scheme;
- ◆ Continuing with a private sector-led phased delivery of FARRRS;
- ◆ Continuing to develop key bus route corridors, including further phases of the A630 smart route, and tackling areas where unpredictable bus journey times are encountered;
- ◆ Working with SYPTTE to develop park and ride and key bus route corridors;
- ◆ Working with the Highways Agency to progress improvements to the M18;
- ◆ Continuing to press for improvements in the bus network, quality and frequency of services through voluntary agreements with operators;
- ◆ Facilitating access to new developments, in conjunction with the private sector, including:-
 - Holmes Market
 - Waterdale/College Road
 - North Bridge/Marshgate
 - Woodfield Way
 - Catesby
 - FARRRS corridor
 - Hatfield/Junction 5 link road
- ◆ Reducing congestion and disruption by improving traffic management, controlling occupation of the highway, event management, incident management and traffic/parking enforcement;
- ◆ Targeting our resources to deliver an effective programme of Local Safety Schemes and road safety education, training and publicity initiatives;
- ◆ Working with train operators, Network Rail and the Government to reduce the journey time to London and secure improvements to local train services;

- ◆ Taking forward a range of programmes focusing on travel to work and school by foot, cycle, public transport or car;
- ◆ Tackling the backlog of highway and bridge maintenance through more effective asset management.

Public Transport Programme in Doncaster

- ◆ Under LTP2 we proposed a 'Bus vision' for Doncaster, and will now seek to deliver this in partnership with operators during LTP3.
- ◆ Supported services comprise 14% of the network as of November 2010, including rural and Park & Ride services , in particular comprising early morning, evening and Sunday journeys and improving connectivity between Doncaster and Askern, Pontefract and Wakefield as well as locally to Catesby Park and the Airport.
- ◆ Planned rail improvements include the rail flyover at Shaftholme, near Askern to improve capacity and reliability of the ECML (a Network Rail project). We will also lobby for improvements in capacity to Doncaster station, as well as journey time improvements to the ECML. As covered in the Barnsley section, we will examine how best to improve connectivity between the districts.
- ◆ We will continue to implement bus improvements via the key routes and hotspots programmes. This will include completion of existing key route projects (eg A630 Balby Road) and planning for future works (eg to RHADS and Thorne Road). We also have a continued programme of improvements to existing passenger facilities such as the shelter programme improvements, provision of Real Time information and improvements to signage.
- ◆ We will develop new facilities such as Park & Ride sites at White Rose Way and Edenthorpe, with associated bus priority that ensures benefits at peak periods, while not limiting capacity at other times.

Doncaster's Local Programme

5.18 Through our locally devolved funds we will ensure that our neighbourhoods, communities and schools receive investment to address local requests for a range of 'minor' schemes. These include:-

- ◆ Small-scale public transport schemes, including tackling delay hotspots, bus boarders and bus shelters;
- ◆ Local safety schemes;
- ◆ Housing market renewal/pathfinders;
- ◆ Traffic management schemes, ITS, signage and enforcement;
- ◆ Road crossings;
- ◆ Safer routes/school travel plans;
- ◆ Walking schemes, including subway replacement and rural footways;
- ◆ Cycling schemes, including greenways (Roman Ridge and Conisbrough to Woodfield), town centre access, and parking;
- ◆ Travel plans / smarter choices / marketing initiatives;
- ◆ AQAPs/Low carbon vehicle initiatives.

Key Packages of Schemes

5.19 In previous years the Council has on average typically delivered the following types of schemes. This will be used as a guide to formulate next year's programme:-

- ◆ Local Safety
- ◆ Road Crossings
- ◆ Traffic Management
- ◆ Travel Plans
- ◆ Cycling
- ◆ Walking
- ◆ Bus Infrastructure
- ◆ Carriageway and footway structural maintenance
- ◆ Footway surface treatments
- ◆ Street lighting
- ◆ Bridges and structures
- ◆ Specific maintenance schemes, including A630 Balby Road (resurfacing with IT bus priority), and Balby New Bridge.

ROTHERHAM

Background and Challenges

- 5.20 Rotherham is geographically in the centre of the City Region and located on the UK's road network with the motorway and trunk road network easily accessible from the centre of town. The strategic road network is accessed via junctions 33, 34 and 35 of the M1 motorway to the south and west of the town, and junction 1 of the M18 to the east. The motorways provide connections within the City Region and beyond to towns and cities such as Leeds, Huddersfield, Manchester, Chesterfield and London. Although the M1 Motorway provides essential strategic links, it creates an artificial boundary between Rotherham and Sheffield which results in delay and congestion where local roads intersect with it.
- 5.21 Rotherham's town centre is encircled by an inner ring road which has arterial routes radiating from it in all directions. These arterials create links to important local and regional centres including Sheffield (via the A6178), Doncaster and the A1(M) (via the A630), Waverley AMP (via the A630), the Dearne Valley (via the A633) and Huddersfield/Leeds (via the A629). Much of the arterial network also forms our Key Routes and Key Bus Route network. Many of these routes are sensitive to delay and congestion.
- 5.22 Movements on the corridors between Rotherham town centre and Sheffield are particularly important. From 2001 census data, the corridor has the highest two way flow for travel to work trips. This highlights the importance of transport links to and from our neighbours and also the importance of the joint economy between Rotherham and Sheffield.
- 5.23 Rotherham has a well developed bus network, although in common with other parts of the region, the reliability, frequency, customer care provision and fare levels on buses are affecting current passengers and may be deterring new passengers from using the bus network to its fullest potential. Nevertheless, it represents the most readily available alternative to the private car for most trips.
- 5.24 The quality of the rail service in Rotherham reflects the compromise between serving through bulk trains, express trains and through stopping services on the same lines. It is not ideal – train frequencies and lengths are limited by capacity constraints, peak hour overcrowding is commonplace, and Rotherham Central Station (although greatly improved in 2010/11) is not on the main line between Leeds and Sheffield, resulting in slow journey

times. Nevertheless, the station does provide links to the closest rail interchanges at Doncaster and Sheffield/Meadowhall, providing access to both the ECML and MMLs.

- 5.25 Swinton Station provides a convenient interchange point for travellers in the north of the Borough wishing to join services passing through Rotherham Central Station, whilst in the south, Woodhouse, Kiveton Bridge and Kiveton South stations provide access into Sheffield along the Lincoln line.
- 5.26 At present the cycling and walking network in Rotherham broadly follows the road network mostly using on-road routes but there are some notable exceptions including parts of the National Cycle Network and Trans Pennine Trail, the Sheffield to Rotherham Canal Towpath and Thurcroft Trail. Around 72% of all journeys in the Borough are less than five miles long and 50% of all journeys are less than two miles, which indicates some scope for increasing cycling and walking.

Advancing Rotherham's Ambitions

5.27 There are five main economic zones in Rotherham – the Town Centre and its surrounds, Dinnington in the south east, Dearne Valley in the north, Waverley and, on the Rotherham to Sheffield corridor, the Lower Don Valley in the west. Rotherham's transport vision supports ongoing regeneration in these areas and seeks to "make new and existing communities and regeneration areas accessible so that everyone, regardless of whether they have a car or not, can take part in economic, education, leisure and social activities". Our transport vision also supports the Borough's Community Plan vision which seeks to:-

- ◆ Ensure that no community is left behind;
- ◆ Provide quality education;
- ◆ Ensure care and protection are available to those who need it most;
- ◆ Help to create safe and healthy communities;
- ◆ Improve the environment.

5.28 With only limited funding available for the foreseeable future, our district plan will be focussed around encouraging people to make best use of the existing transport network and in particular, it will encourage use of sustainable, clean and safe travel modes that will help achieve our Community and Transport Plan visions.

Strategic Actions

5.29 Taking into account our transport challenges and district ambitions, we propose to take the following strategic actions:-

- ◆ Work with the LEP, the SYITA, SYPTE and neighbouring Councils to continue to develop major schemes to open up access to strategic economic zones, including the A57- M1 to Todwick Improvement, Waverley Link Road, Waverley Park and Ride, and the BRT north and south routes.
- ◆ Work with the SYPTE, Network Rail and train operating companies to improve access and train frequencies through Rotherham Central and Swinton Stations, with particular emphasis on removing bottlenecks such as at Holmes Chord and Swinton approaches.
- ◆ Work with the SYPTE and bus operators to improve bus priority infrastructure and bus services using the Key Bus Route Network, with a focus on achieving predictable journey times, as well as challenging customer care and affordability complaints.
- ◆ Develop and implement a range of promotional, educational and training programmes to promote safety and capitalise on the number of shorter journeys in Rotherham that could be made on foot, by bicycle or on public transport.

- ◆ Adopt policies and Supplementary Planning Guidance within the Rotherham Local Development Framework that promote accessibility without increasing car use.
- ◆ Require action from businesses and other organisations to implement, monitor and maintain effective travel plans.

Public Transport Programme in Rotherham

- ◆ We will complete Rotherham Central Station re-build with streetscape improvements. We will also continue to lobby for Holmes Chord improvements to improve capacity to Rotherham Central Station. And we will progress the national trial of Tram/Train between Rotherham Parkgate and Sheffield.
- ◆ We will continue to implement Key Routes and Hotspots programmes across Rotherham. This will include completion of existing schemes (including Rotherham –Thrybergh) and planning for future schemes (eg Rotherham - Swallownest and Rotherham – Chapeltown and work in the Dearne Valley).
- ◆ We will improve bus services in South Rotherham via partnership or quality contracts, as set out in ‘A vision for bus in Sheffield and South Rotherham’. [We will continue the successful Rotherham FreeBee (subject to funding) uniting Rotherham’s two central shopping areas.] For the remainder of Rotherham we would also improve bus services through similar means, such as a SQPS or Voluntary Agreement.
- ◆ Supported bus services comprised 23% of the network as of November 2010, including rural services and early morning, evening and Sunday journeys and improving connectivity between Rotherham and, Barnsley, the Dearne Valley and Waverley.

Rotherham’s Local Programme

5.30 By early 2011, Rotherham and our local communities will publish a transport statement that will set out how we intend to tackle local transport issues. Each Area Assembly will develop its own detailed statement to prioritise and tackle issues that are important to local people whilst also incorporating action to meet our broader transport challenges and ambitions.

Key Packages of Schemes

5.31 The types of schemes we will pursue include in the local programme are:-

Smarter Choices Schemes

- ◆ Review and renew school travel plans to create purposeful improvement plans in travel to school zones;
- ◆ Showcase school travel improvement plans;
- ◆ Support the roll out of Bike IT in Rotherham (following success in Sheffield and Doncaster) as part of the new South Yorkshire Cycling Strategy;
- ◆ Bikeability cycle training for schoolchildren (DfT funded) and associated promotions, for example Bikeboost;
- ◆ Promotion of eco driving, car sharing, and Smarter Choices on street signing, and other Smarter Choices initiatives;
- ◆ Electric bike hire pilot schemes;
- ◆ Area-based sustainable transport promotion projects via websites, local promotion, etc.

Road Safety

- ◆ Annually assess and prioritise road safety schemes and implement those projects with the highest benefit cost ratios;
- ◆ Continue and improve the successful Road Safety Education, Training and Publicity programme;
- ◆ Assess and implement 20mph zones for safety or environmental reasons.

Local Congestion and Demand Management

- ◆ Develop and implement a sustainable parking policy;
- ◆ Introduce local permit controlled parking schemes and local traffic management schemes, including traffic signals and ITS;
- ◆ Assess congestion relief / bus priority projects on four key routes (the A633, A6123, A631 and A630).

Accessibility

- ◆ Improvements to the Rotherham to Sheffield Canal Towpath, a strategic link between Rotherham, the Don Valley and Sheffield;
- ◆ Provide and improve cross-town centre cycle routes;
- ◆ Cycling or walking route improvement schemes, focussed on economic zones;
- ◆ Provide improved pedestrian crossing points at locations where there is greatest need.

Maintenance

- ◆ Carriageway and footway structural maintenance
- ◆ Carriageway and footway surface treatments
- ◆ Street lighting
- ◆ Bridges and structures, including A630 Centenary Way Crinoline Bridge and A630 Rotherham Gateway Old Flatts Bridge.

SHEFFIELD

Background and Transport Challenges

- 5.32 Sheffield, the core city of South Yorkshire and the City region, is the area's biggest industrial, commercial, retail and service centre. It lies on the MML rail line to London and has further rail links to Manchester, Leeds, Nottingham via Chesterfield and Derby, and Doncaster, though there is potential to improve the speed and frequency of services. The M1 provides good north-south connectivity, though to the west Sheffield's road links over the Pennines are of a lower standard and are less resilient.
- 5.33 Sheffield has a growing joint economy with Rotherham, though the two centres are divided by the motorway. Sheffield has a number of strategic economic zones, in the Lower and Upper Don Valleys and the City Centre, which require better access by all modes of transport to realise their full potential. The condition of the city's roads and pavements is a significant problem.
- 5.34 Regarding public transport, Sheffield has an established and successful tram system with routes to the north, east and south east. The reliability, frequency, customer care and fare levels of buses are issues affecting current passengers and deterring potential passengers. Bus journey times from some residential areas to Sheffield City centre are uncompetitive when compared with the car, such that the overall trend for bus patronage is fragile.

- 5.35 In contrast, patronage for local rail services is increasing. Sheffield also has an established and successful 'Supertram' system with routes to the north, east and south east of the city centre. An increase in the coverage of this very popular transport product is regularly requested by the community.
- 5.36 Whilst traffic growth in the city has been successfully limited in the last few years, there is a degree of congestion on links to Sheffield from the M1 junctions, on a number of the main radial corridors into the city, and around the city centre itself.
- 5.37 In order to address the poor condition of the highway network, the Council is currently in the procurement stage of a PFI project to secure significant investment to improve the network.

Advancing Sheffield's Ambitions

- 5.38 Sheffield has recently developed a new transport vision, the "Excellent Transport in Sheffield" document which was endorsed by the Council in December 2010. The vision will empower people to make informed choices about the way they travel. Transport is seen as a means to an end, helping to deliver the broader social, economic and environmental improvements we want to happen in the city, namely:-
- ◆ Increasing opportunities for everybody;
 - ◆ A competitive low-carbon economy;
 - ◆ A better environment;
 - ◆ A healthier population;
 - ◆ A culture where the car is not always the first choice.
- 5.39 The "Vision for Excellent Transport in Sheffield" has a change of emphasis from previous approaches. The focus is on changing the city's travel culture by empowering people to make informed choices about whether, how and when they travel. The role of the Council can be summarised as being an "enabler" rather than "doing things to people".
- 5.40 Examples of what this will mean in practice include:-
- ◆ A bus service that is more integrated, reliable and accessible and better meets passengers' needs;
 - ◆ People empowered to make informed choices about how they travel through better targeted information and personalised travel planning;
 - ◆ An increased role for local people through Community assemblies in how we change our travel culture;
 - ◆ Sheffield aspires to be amongst the leaders in electric / low emission vehicles;
 - ◆ Streets that people can be proud of through the major investment of the highways PFI.

Headline Actions

- 5.41 The City is taking a number of actions to address its key transport challenges:-
- ◆ In support of the new Transport Vision, the city will take forward a range of programmes to enable those who so wish, to travel to work or school on foot, by cycle, or by public transport. Increased car sharing will also be promoted;
 - ◆ A major PFI-funded investment programme to improve the condition of the city's highway infrastructure (including carriageways, footways, street lights and traffic signals) is set to begin in 2011/12, subject to the Government's value for money tests.

- ◆ Working with the LEP, SYPTE and RMBC, SCC will continue to develop major schemes to open up access to strategic economic zones, for example, through the BRT initiatives, and the Penistone Road Smart Route scheme;
- ◆ Pursuing improved bus services via partnership or quality contracts, as set out in 'A vision for Bus in Sheffield and South Rotherham'. If voluntary agreements prove incapable of improving bus services, the city will pursue a 'Quality Contract' approach which would give greater local control over the bus routes, fares, emissions and timetables within Sheffield.
- ◆ We have implemented a 'North Sheffield' SQPS (the first of its kind in England) to maintain high quality bus services in North Sheffield. This is scheduled to remain in force throughout the duration of the implementation plan. We are planning to implement a further 'bus agreement' that would further align some key bus services from our major operators to the goals of our Transport Strategy.
- ◆ SCC will continue to work with SYPTE, East Midlands Trains, Network Rail and Government to reduce the journey time to London to less than two hours by 2014, and jointly press for electrification of the MML;
- ◆ Sheffield wants to be in the next phase of HSR with a direct connection to London and the North;
- ◆ Continued joint lobbying for the 'Northern Hub' enhancements to the Hope Valley line to Manchester and Liverpool, including more passing loops to increase capacity, improvements to Dore station, service frequency improvements and increased capacity on Trans-Pennine services.
- ◆ SCC will continue to explore the scope for extending the successful Supertram network
- ◆ We will also contribute to the national trial of tram/train between Rotherham Parkgate and Sheffield, which will feed into the wider Supertram network
- ◆ As part of the city's Carbon Reduction Framework, Sheffield will take the lead on behalf of South Yorkshire in promoting the use of low carbon vehicles and fuels;
- ◆ A new, more ambitious AQAP be produced;
- ◆ The policies in the Sheffield Development Framework will be implemented to ensure that accessibility for people without cars is a key consideration in land use decisions. Supplementary Planning Guidance will be produced setting out policies for sustainable travel and requirements to produce travel plans.

Other Important Projects Sponsored by the SYLTP Partnership

- ◆ In Partnership with SUSTRANS, Derbyshire County Council and Rotherham, in 2011/12 we hope to begin construction of the new "Connect2" cycletrack and footpath initiative between Killamarsh in Derbyshire and the Halfway Supertram terminus.
- ◆ There will be a continued drive to reduce road casualties (to meet national targets, if any, set beyond 2011);
- ◆ We will continue work to change our travel culture through our innovative and successful programme of personalised travel behaviour change projects including, for example, Bike Boost, Bus It, Bike It, Walk It, learn to ride, free one-to-one cycle training, Travel4Life, Car-share-South-Yorkshire, City Car Club and both school and workplace travel planning.
- ◆ We will aim to continue the successful "Sheffield FreeBee", providing a circular service around the city centre.
- ◆ From 2011/12 we will see conversion of the Stagecoach service 52 (Hillsborough - City Centre - Woodhouse) to operation by diesel-electric hybrid double-deckers following the award of Green Bus Funding by the DfT.
- ◆ We will continue to support socially necessary non-commercial bus services across Sheffield, including rural services and early morning, evening and sunday journeys together with improved connectivity between Sheffield and Chapelton, Stocksbridge

and Waverley. Supported services formed 9% of the bus network as of November 2010.

- ◆ We will continue to work with East Midlands Trains to secure over the longer term the additional 'half hourly' rail services between Sheffield and London that are proving so successful since their introduction in December 2009. We have already secured additional stops at Chesterfield.
- ◆ We will continue to implement Bus Key Routes and Hotspots programmes. This will include completion of existing schemes (including Ecclesall Road) re-starting schemes currently on hold (Mosborough/Gleadless) and planning for future works.
- ◆ A similar programme of journey time improvements for all road users will be continued for our Congestion Target Routes, which successfully contributed to the national congestion target delivered in March 2011.
- ◆ In order to make best use of existing assets, a new emphasis on network management is being rolled out via syITS. Sheffield leads this initiative on behalf of the South Yorkshire LTP Partnership in particularly close liaison with the Highways Agency
- ◆ We also plan a continued programme of investment in Park & Ride facilities, including new facilities at Dore and potentially expansion of park & ride at Meadowhall.
- ◆ We have a programme to upgrade the stock of tram shelters, and provide improved Real Time Information facilities at Meadowhall and Sheffield interchanges. We are also looking to improve Malin Bridge tram/bus interchange to accommodate higher capacity buses as part of the successful 'tram feeder' services.

Sheffield's Local Programme

5.42 Sheffield's local programme, drawing on devolved LTP funding, is aimed chiefly at improving local quality of life, road safety and accessibility, under the sponsorship of the city's seven Community Assemblies. The Assemblies play a key role in involving local people in identifying problems, suggesting solutions and influencing decisions on local road and transport schemes. They will also have the discretion to make important local decisions, for example on the introduction of 20mph speed limits and innovative traffic calming measures in residential areas.

5.43 The Community Assemblies' programmes are geared to improving facilities for pedestrians, including providing new zebra and puffin crossing points in line with Local Accessibility Planning and Local Area Plans. A programme of accident-saving schemes, Education, Training and Publicity (ETP) and travel planning initiatives will promote safe routes to schools and other key facilities.

5.44 The city's innovative 'Driving me Crazy' initiative will also continue, whereby local people identify localised traffic management improvements for attention.

The Programme of Local Interventions Sponsored by Sheffield

5.45 Sheffield's local programme, drawing on devolved LTP funding, is aimed chiefly at improving local quality of life, road safety and accessibility. The new Transport Vision provides the 'enabling' support to this, in partnership with the city's seven Community Assemblies. The Assemblies play a key role in involving local people in identifying problems, suggesting options for solutions and influencing decisions on local road and transport schemes. They will also have the discretion to make important local decisions, for example on the introduction of 20mph speed limits and innovative traffic calming measures in residential areas.

- ◆ The Community Assemblies' programmes are geared to improving facilities for pedestrians, including providing new zebra and puffin crossing points in line with Local Area Plans. Despite the constrained funding situation, this provides a major focus on involving local communities in the decision making process and will remain the major component of our local interventions
- ◆ The city's innovative 'Driving me Crazy' initiative will also continue, whereby local people actively participate in tackling localised traffic management improvements.
- ◆ A city-wide programme of speed management and innovative (non-physical) traffic calming measures is proposed
- ◆ A programme of accident-saving schemes, Education, Training and Publicity (ETP) will continue in parallel with the strategic "Worst First " work outlined above
- ◆ Further work with schools will continue, promoting safe routes to schools, building on adopted School Travel Plans, Bike It and Travel4life work to promote healthier options for travel as part of delivering our Smarter Choices for Travel to Schools Strategy
- ◆ Projects to close the gaps in the cycle route network identified in the Cycling Action Plan will be constructed, maximising funding contributions from sources such as ERDF and Yorkshire Forward;
- ◆ Our Public Rights of Way Improvement Plan has a rolling five year programme of minor measures included and this is again seen as very important to local communities in maintaining access to local amenities and to local public open spaces, hence helping support a healthier population
- ◆ Work continues in partnership with Sheffield Taxi federations to improve facilities and practices for taxis as apart of the city's public transport offer
- ◆ Work will also continue on installing and reviewing permit parking schemes, again in partnership with Community Assemblies, to target those areas where local residents suffer most from others' actions.
- ◆ Lastly, Sheffield will continue to utilise its LTP Maintenance Block allocation to maintain the network up to the commencement of the Highways PFI Project. The main activities will include: Carriageway and Footway structural maintenance, Carriageway and Footway surface treatments, Anti-skid surfacing, Street Lighting replacement and Bridges and Structures maintenance.

6 RESOURCING OUR PLANS

6.1 Our vision for transport in South Yorkshire is ambitious, but we must temper this against available resources. Transport in South Yorkshire, as in other areas, has been funded from a wide range of sources, both capital and revenue. From 2011/12 the Government's local transport funding will be simplified to four grant streams (down from 26):-

- ◆ Integrated Transport Block (ITB) (capital);
- ◆ Block Funding for Highways Maintenance (capital);
- ◆ Major Schemes (capital);
- ◆ Local Sustainable Transport Fund (LSTF) (capital and revenue);
- ◆ Regional Growth Fund (RGF).

6.2 The four District Councils and SYPTE also support transport through their own resources. These too will be under considerable strain over the next few years, which will add to the pressure on our Plans.

BLOCK FUNDING

6.3 The ITB is historically the main source of capital funding for the South Yorkshire Strategic Investment Programme and is payable to SYITA. South Yorkshire has, under LTP2, divided its ITB into two elements: first, a Strategic Fund to support initiatives of South Yorkshire significance, and second, contributions to each of the District Councils to support their District Transport Plans. The Maintenance Block is calculated on a need-based formula and, from April 2011, will be payable to the SYITA rather than direct to District Councils.

6.4 Taking the IT and Maintenance Blocks together, the total LTP Capital funding available to South Yorkshire for the next four years is approximately £27m per annum, compared with recent years' figures which have ranged between £40m and £54m. The DfT's indicative figures show an increase to £30.8m in 2014/15, though still well below the funding levels of recent years.

Table 3: Transport Block Allocations 2011/12 – 2014/15

	2011/12	2012/13	2013/14	2014/15
	£m	£m	£m	£m
Integrated Transport Block	11.252	12.002	12.002	16.877
Maintenance Block	15.932	15.723	14.959	13.896
TOTAL	27.184	27.725	26.961	30.773

Note: 2013/14 and 2014/15 figures are indicative

Our Approach

6.5 The challenge we face is to manage down our programme of activity to align with these much lower resource levels. Over the coming months we will consider carefully all our options in drawing up an effective and realistic delivery programme. Key features of our approach will be:-

- ◆ We will determine which actions and investments we will prioritise over the next four years (from those set out in *sections 3 and 4* above). We will assess robustly all the potential investments against value for money, deliverability and affordability criteria,

as well as the contribution they make to our strategic priorities. We will evaluate projects rigorously on completion, and invest in what demonstratively works.

- ◆ It is clear that we will not have the resources over the next four years to support all our priorities. Some initiatives will be rethought, re-phased, resized, or in some cases postponed until further resources are available. This rigour will be applied to ongoing projects which are partially complete as well as to new project ambitions.
- ◆ We will give close attention to how we can maximise the use of existing assets, so avoiding the need to invest expensively in new ones. We will place a particular emphasis on asset management and maintenance (see section 4). We will also sharpen our approach to anticipating and managing risk (see section 7).
- ◆ We will maximise efficiency across the partnership, finding the best balance of centralisation and devolution. We will pool at least half of our total IT resource to fund a strategic South Yorkshire Transport Investment Programme (see section 4), including public transport programmes; we will consider whether overall impact might be served by increasing the proportion of IT resource which is pooled. We will share resources where this is cost-effective, for example in procurement. We will also look for innovative ways of doing things, challenging existing practice constructively, and removing unnecessary bureaucracy and cost.

MAJOR SCHEMES

- 6.6 Major capital schemes costing over £5m are resourced through DfT funds, with a local contribution. We have identified a number of Major Schemes which we believe are vital to advancing the LEPs vision for the City Region, and have been progressing these through the regional (now ended) and national approval processes.
- 6.7 Less Government funding will be available for Major Schemes in the short term, and fewer schemes will be funded than in the recent years. The DfT has also indicated that lead organisations will need to bear the preparatory costs of Major Schemes, and bear more of the risk associated with such schemes.
- 6.8 In October 2010 Government provisionally grouped Major Scheme proposals into four categories. South Yorkshire's proposed schemes have been categorised as follows:-
- 6.9 **Supported Pool** : these schemes require a 'best and final offer from the promoting authority' with final decisions taken in January 2011. There is one South Yorkshire scheme in this category:-
- ◆ **Improvements on A57 east of M1 Junction 31, near Todwick (Promoting authority: Rotherham).** The A57 is an important strategic route linking the A1 and M1, and connecting South Yorkshire with the North Nottinghamshire part of the City Region. It is heavily used by freight traffic. Improving the A57 between M1 and Todwick crossroads aims to reduce congestion, improve road safety and improve the accessibility of adjacent communities, including the Dinnington regeneration area.
- 6.10 **Development Pool:** promoting authorities will be invited to make a revised bid into this pot over the coming months, and the DfT will take decisions on these schemes during 2011. There are three South Yorkshire schemes in this category:-
- ◆ **Waverley Link Road (Rotherham).** A new link road to Waverley, including the Advanced Manufacturing Park, which will provide links to local labour markets, alongside a strategic park and ride site, serving Waverley and Rotherham. Together these schemes aim to remove a constraint on the development of this key

regeneration area, reduce congestion and divert traffic from surrounding residential areas.

- ◆ **White Rose Way (Doncaster).** This scheme involves upgrading White Rose Way to dual carriageway for 1.7km between M18 junction 3 and Ladybank, including new junctions, bridge and pedestrian and cycle facilities. The scheme will eliminate queuing on the A6812 and back onto M18. The requirement for DfT major scheme funding has been reduced by progressing an ERDF bid along with DMBC corporate resources to maximise local contributions offering high affordability to the DfT.
- ◆ **Supertram: Additional Vehicles (SYLTE).** The successful Supertram system now has significant capacity constraints. This proposal is for the purchase of four additional tram units to operate on the busiest parts of the network, reducing road congestion and encouraging central rather than out of town growth.

6.11 **Pre-Qualification Pool:** The DfT has indicated that more work is needed to determine whether these schemes can enter the 'development pool' (above). There are two South Yorkshire schemes in this category:-

- ◆ **South Yorkshire BRT Phase 1 – Northern Route (SYLTE).** A new highway link beneath the Tinsley Viaduct which will ease congestion around Junction 34 of the M1, with priority for a BRT system to serve the strategic development sites in the Don Valley and better connect them to Rotherham and Sheffield centres;
- ◆ **A61 Penistone Road Smart Route (Sheffield).** This proposed scheme is to develop a smart route along the A61 Penistone Road in Sheffield, including junction improvements, signal upgrades, bus lanes with pre-signals, and bus stop improvements. The aim is to improve operating conditions for buses and reduce delays for all traffic along the important development corridor of the Upper Don Valley.

6.12 **'Grey Schemes'** : There are three South Yorkshire schemes which had previously been endorsed at regional level but which have not been placed by the DfT into any of the above categories. These are:-

- ◆ **FARRRS (Doncaster).** This scheme will link the RHADS to the M18 and unlock a number of national regeneration sites, including the Rossington Inland Port Strategic Road/Rail Interchange.
- ◆ **South Yorkshire BRT Phase 1: Southern Route (SYLTE).** This is a BRT scheme to connect the nationally important Waverley development site with Sheffield and Rotherham Centres.
- ◆ **INTEGR8 – South Yorkshire Strategic Park and Ride Network (SYLTE).** This scheme involves the provision of park and ride sites with a linked bus rapid transit service to Sheffield and Doncaster centres to reduce car traffic and congestion on key routes.

Our Approach

6.13 These schemes are designed to realise the economic potential of the city region in support of the LEPs vision and in our view have a very strong justification. We will work closely with the private sector partners and the DfT to secure a place in the Major Schemes programme for these key projects.

6.14 We will no doubt face difficult decisions regarding schemes which do not secure Government support. The options we will consider include:-

- ◆ Finding other means of funding, developing packages harnessing a range of contributions from partner sources (both public and private), including the RGF.
- ◆ Using the pooled IT resources to help deliver these Major Schemes. However the IT has reduced to such an extent that such this would be at very serious detriment to the rest of our programme.
- ◆ Accepting that a number of the Major Schemes will only be deliverable in the longer term, and pushing back preparatory work accordingly. However, there would be a serious loss of economic impact in doing so.

LOCAL SUSTAINABLE TRANSPORT FUND

6.15 The LSTF is a new grant stream (capital and revenue) against which local authorities are invited to bid to fund packages of interventions that address local transport issues in sustainable ways. The first round of bidding closes in April 2011.

Our Approach

6.16 We will prepare a bid for LSTF resources to support those elements of our plans, particularly concerned with low cost, high value measures which meet local needs, for example measures aimed at active travel, reducing emissions, and enhancing safety. We will assemble a package of proposals that is deliverable, affordable and demonstrates excellent value for money.

OTHER SOURCES OF FUNDING

6.17 Transport in South Yorkshire, as in other areas, is funded from a wide range of sources, both capital and revenue. Our approach will be to formulate a programme that makes the best overall use of the total resource potentially available to deliver our strategy.

6.18 In addition to the core LTP funding, we will actively seek opportunities to lever in funding from other sources. These include LSTF, ERDF, RGF as well as contributions from partner organisations, both private and public.

6.19 We will explore new ways in which local and national public subsidy and bus operators' own investment can be brought together to deliver affordable fares and a high quality, integrated bus system. We will consider the potential of Tax Increment Financing (TIF), which will enable Council's to pay for transport improvements by borrowing against additional business rate income generated by new infrastructure in defined geographical areas. We will also explore the potential of the Community Infrastructure Levy (CIL), which helps pay for infrastructure required to serve new development.

LTP ANNUAL DELIVERY PROGRAMME

6.20 The resultant programme will be a blend of capital and revenue initiatives, working in mutually supporting packages. The programme will be set out in our LTP Annual Delivery Programme which will detail the specific schemes we plan to invest in. At the time of writing, work is in progress to identify the cost implications of our investment schemes, including both ongoing and new schemes, prior to scheme appraisal and prioritisation. A fully costed programme will be in place by Spring 2011.

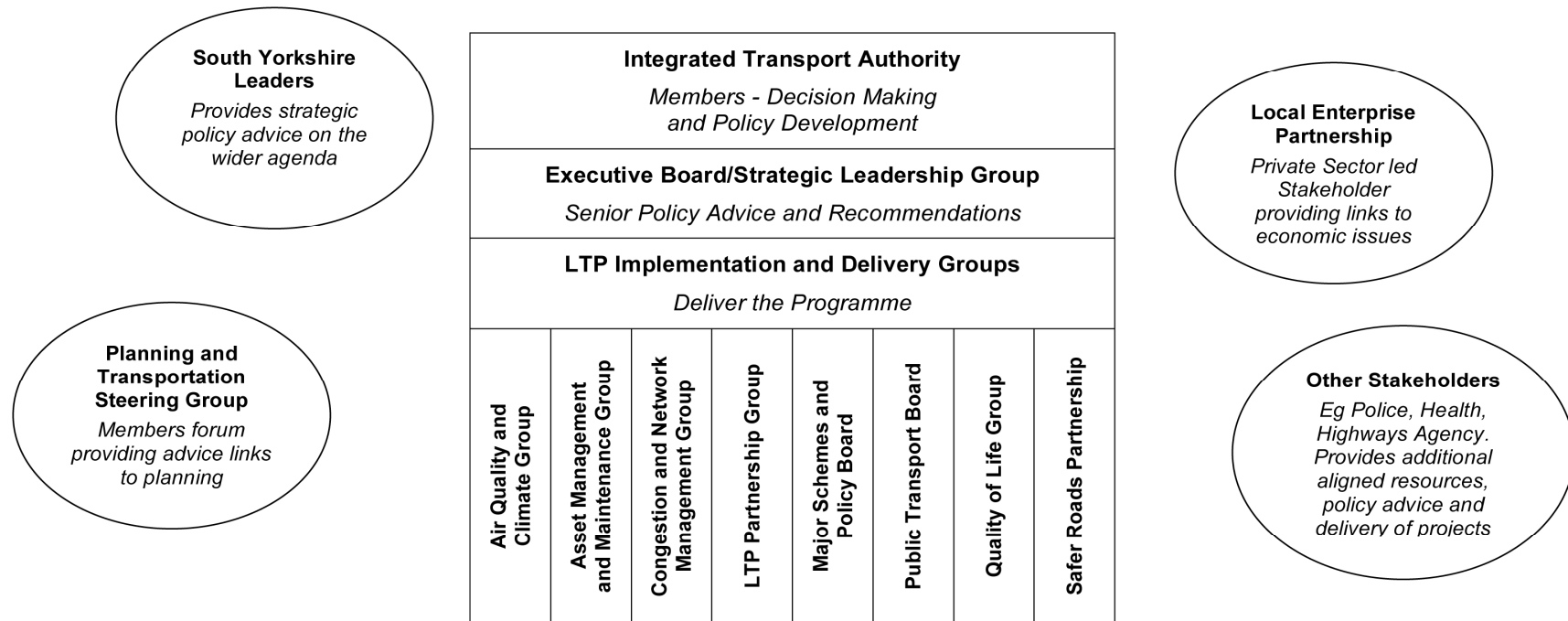
6.21 Over time, the LTP Annual Programme which will also provide the framework for the next four years of investment will bring together and detail all our collective resource which supports the Implementation Plan. We already have a well developed approach to handling the capital elements of our programme. In future we will build on this to detail how revenue and human resources, from a range of sources, will blend together into a fully integrated programme. We will involve all our partners in this, including the four District Councils, SYPTE, Highways Agency, public transport operators, Police and Heath partners.

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DECISION MAKING AND STRUCTURES

- 7.1 Robust decision-making and delivery arrangements have been put in place to ensure that LTP3 is planned and delivered in a timely, accountable and effective way, and that the programme has full engagement and ownership of key partners. The structure comprising the LTP Partnership is set out in *Figure 1*. The arrangements build on those which have been successfully adopted for LTP2, and have been further strengthened in places.
- 7.2 Ultimate responsibility for approving the LTP and overseeing its implementation lies with the **South Yorkshire Integrated Transport Authority (SYITA)**. The SYITA comprises 12 Members representing the four District Councils in South Yorkshire, and meets monthly. The SYITA has the lead role on the strategy, preparation, funding and monitoring of delivery of the South Yorkshire LTP.
- 7.3 As Highway Authorities, the **four District Councils** in South Yorkshire are fully involved with the LTP at all stages in its development and implementation, and fully own the Plan. The District Councils each formally endorse these documents. Their Chief Executives provided a high level steer to the development of the Transport Strategy and its delivery through the SYPTE Executive Board (on which they sit as Non- Executive Directors). The development, implementation and monitoring of the LTP is supported by a number of Implementation Groups, each of which has professional representation from all four of the District Councils and the SYPTE. Each of the four District Councils also has **scrutiny** arrangements which enable them to scrutinise transport issues generally, including LTP as they feel appropriate.
- 7.4 The **structure** through which LTP delivery and programme management decisions are taken forward and monitored is shown in *Figure 1*. The structure has been developed to ensure the effective joint working of the five South Yorkshire Partners, together with key stakeholders such as the South Yorkshire Police, Health organisations and the Highways Agency. The arrangements have made for excellent professional engagement and collaboration between partner agencies. The structure enables day-to-day decisions about the programme to be taken at the operational level, but also provides a clear structure in which to escalate issues.
- 7.5 The structure is kept under active review to ensure our work is as effective as possible. We have identified clearly the lead and support responsibilities for taking each of our policies forward so that we have a strongly integrated approach to delivery. One particular dimension that we have strengthened is the collaboration between groups on 'interface issues' so that we have genuinely effective working on these joint issues. An outline of the functions of the key groups is at Appendix 1.
- 7.6 A small Central Team of Officers, **the South Yorkshire LTP Team**, under the LTP Director, is responsible for coordinating and managing the LTP programme and monitoring and reporting its implementation. The Central Team is also responsible for pulling together intelligence on key issues such as congestion and road safety, as well as supporting the various Groups in the structure.

Figure 1: South Yorkshire LTP Partnership Governance Structure



DELIVERY AND PROGRAMME MANAGEMENT

7.7 We developed effective robust programme management arrangements for managing the LTP2 programme and are strengthening these further to ensure that the LTP3 programme is rigorously managed.

Scheme Appraisal

7.8 We will appraise all proposed schemes rigorously at the outset, testing their contribution to our transport goals, their value for money, feasibility and risk. Scheme proposals will be assessed in relation to a range of criteria including:-

- ◆ The outputs and outcomes they aim to achieve;
- ◆ Their contribution to the achievement of each of our strategic goals;
- ◆ Their impact on the strategic network and priority route sections;
- ◆ Their value for money, including ongoing maintenance costs, and ability to lever in additional resources;
- ◆ The evidence of their likely effectiveness;
- ◆ Risks to their being delivered effectively and to timescale;
- ◆ Details of how the scheme is to be evaluated.

7.9 The established scheme assessment process is being modified to reflect the new priorities and principles and will be applied to scheme proposals put forward for investment. Schemes will also be subject to the principles outlined under Chapter 2, sections 2.5. This includes both new proposals and existing proposals which are yet to be contractually committed.

Project and Programme Management

7.10 Progress on the overall delivery of the programme is reported regularly to the ITA which makes key decisions on achievement of programme objectives.

7.11 Each scheme is assigned a lead organisation which is responsible for the coordination and delivery of the scheme and acts as the accountable sponsor. That organisation will identify any risks associated with the scheme in advance of implementation and will itself accept the risk, unless there is a specific agreement to the contrary.

7.12 Schemes will be subject to the project management procedures of the lead organisation. All schemes will have a named project manager who will be responsible for progressing and coordinating the scheme, for reporting progress, for keeping forecasts up to date over the lifetime of the scheme, and for arranging for the scheme to be evaluated.

7.13 The South Yorkshire programme management system provides an effective and consistent monitoring and reporting system for all centrally funded schemes. Schemes are regularly taken through a delivery review process whereby their performance is tested against key milestones and spend profiles. Monthly monitoring reports are prepared centrally, covering expenditure, scheme implementation and outputs. Any problems and delays are identified at an early stage to enable swift remedial action to be taken to bring the programme back on track, including bringing forward reserve schemes where necessary. Regular reports are made to FITWG, and where necessary to SLG and the Executive Board, to agree how areas of divergence from the planned programme are to be tackled.

Performance Indicators

- 7.14 We have identified a set of potential performance indicators (PIs) which will help us to assess year by year progress with the way our transport interventions are impacting on our policy objectives.
- 7.15 Where possible we have identified quantifiable performance indicators to assess our progress on particular policies. These fall into a number of groups:-
- ◆ **Modal Share** – the proportion of people who travel by particular modes, including bus, train, tram, car, walking and cycling;
 - ◆ **Public Transport** - including patronage, reliability, punctuality, and user satisfaction;
 - ◆ **Need for Highway Maintenance** – on principal, non-principal, and unclassified roads;
 - ◆ **Emissions** – including nitrogen dioxide and other emissions;
 - ◆ **Road Casualties** – including people killed or seriously injured (KSI), children and young people KSI, slight injuries, and injuries to different types of road user;
 - ◆ **Satisfaction** – with road condition, congestion and network management, road safety;
 - ◆ **Network Management** including network reliability.
- 7.16 In working up the detail of these indicators, we will adopt a proportionate approach, minimising the cost of data collection as far as possible. We will consider setting targets against these indicators once investment decisions have been taken, as part of our annual delivery programme.
- 7.17 Some of our policies do not readily lend themselves to quantitative measurement. In these cases we will find ways of assessing our performance qualitatively. The LTP Central Team will assess the progress on delivery of our programmes against policy objectives.

Scheme Evaluation

- 7.18 We will also evaluate schemes (or packages of schemes) on completion, to ensure that they have achieved their objectives and that we learn appropriate lessons which will help us to target our efforts and guide our investment decisions in the future. This represents a major improvement from LTP2. Proposals for all schemes above a certain cost set out how the scheme is to be evaluated and these proposals form part of the scheme assessment process. Appropriate pre-implementation and control data is collected throughout the duration of the scheme to enable effective evaluation to take place when the scheme is implemented.

Risk Management

- 7.19 The major risks associated with this Implementation Plan and the mitigation measures we are taking are as follows:-

	RISK	MITIGATION
1	Funding Levels	<ul style="list-style-type: none"> ◆ We will review the split of funding as between the South Yorkshire Strategic Programme and the District Programmes to get the optimum overall balance. ◆ We will be rigorous in our prioritisation and appraisal of schemes to ensure that delivery plans are absolutely realistic and that potential issues are anticipated at an early stage.
2	Deliverability of the Annual Programme	<ul style="list-style-type: none"> ◆ Scheme affordability and deliverability will be key criteria in establishing our annual programme. ◆ Schemes that require statutory authority or land acquisition will be tested robustly before being included in the annual programme
3	Managing Delivery and Cost	<ul style="list-style-type: none"> ◆ The LTP Team will manage the annual programme, reporting any significant variances and reallocating resources as necessary ◆ Some flexibility will be built in through over-programming. ◆ A reserve list of schemes will be maintained
4	Value for Money	<ul style="list-style-type: none"> ◆ Value for money will be tested before schemes are included in the annual programme ◆ We will particularly look for low cost solutions and schemes with high benefit cost ratios
5	Partner and Public Support	<ul style="list-style-type: none"> ◆ Thorough public consultation on our Strategy ◆ A formal approval process through the District Councils and the SYITA ◆ Consideration by relevant Scrutiny Boards ◆ Close collaborative partnership working through our Implementation Groups. ◆ Publish an annual review of progress

7.20 At a more detailed level we will give consideration to how we might further strengthen risk management of the programme, drawing particularly on the work of the partners whose approach is the furthest developed in this area. Any new arrangements we introduce will be proportionate and cost-effective.

GLOSSARY

AMMG	Asset Management and Maintenance Group
ANPR	Automatic Number Plate Recognition
AQAP	Air Quality Action Plan
AQCG	Air Quality and Climate Group
AQMA	Air Quality Management
BMBC	Barnsley Metropolitan Borough Council
BRT	Bus Rapid Transit
CCTV	Close Circuit Television
CIL	Community Infrastructure Levy
CNMG	Congestion and Network Management Group
CRF	Congestion Reward Fund
DaSTS	Delivering a Sustainable Transport System:
DfT	Department for Transport
DMBC	Doncaster Metropolitan Borough Council
ECML	East Coast Mainline
ERDF	European Regional Development Fund
FARRRS	Finningley and Rossington Regeneration Route Scheme
FITWG	Finance and Integrated Transport Working Group
GVA	Gross Value Added
HAMP	Highways Asset Management Plan
HSR	High Speed Rail
ITB	Integrated Transport Block
ITS	Integrated Transport System
KSI	Killed or Seriously Injured
LDP	Local Development Plan
LEP	Local Enterprise Partnership
LTP2	Local Transport Plan 2: The statutory document that contains the transport strategy for 2006-2011 which is replaced by this strategy and its implementation Plan
LTP3	Local Transport Plan 3: A statutory document that contains the transport strategy for the years 2011- 2026 and an implementation plan for a shorter period
LTPPG	Local Transport Plan Partnership Group
MML	Midland Mainline
MSPB	Major Schemes and Policy Board
PFI	Private Finance Initiative
PI	Performance Indicators
PTB	Public Transport Board
QBC	Quality Bus Corridor
QoL	Quality of Life (Group)
RGF	Regional Growth Fund
RHADS	Robin Hood Airport Doncaster- Sheffield

RMBC	Rotherham Metropolitan Borough Council
SAC	Speed Awareness Course
SCC	Sheffield City Council
SCR	Sheffield City Region
SEA	Strategic Environmental Assessment:
SLG	Strategic Leadership Group
SMS	Speed Management Strategy
SQPS	Statutory Quality Partnership Schemes
SRP	Safer Roads Partnership
STM	Strategic Traffic Management
SYCS	South Yorkshire Cycle Strategy
SYITA	South Yorkshire Integrated Transport Authority
syITS	South Yorkshire Integrated Transport System
SYPTTE	South Yorkshire Passenger Transport Executive
TAMP	Transport Asset Management Plan
TCC	Traffic Control Centre
TIF	Tax Increment Financing
VMS	Vehicle Message signs
W2W	Wheels to Work

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APPENDIX 1: IMPLEMENTATION GROUPS

Air Quality and Climate Implementation Group

The group has the strategic lead for the climate change and vehicle emission reduction aspects of the Transport Strategy. Whilst the group has the operational lead for certain specific initiatives and for promoting awareness, much of its agenda is progressed through the activities of other groups and partners.

Policies responsible for:-

R	To work to improve the efficiency of all vehicles and reduce their carbon emissions
U	To support the generation of energy from renewable sources, and use energy in a responsible way
V	To improve air quality, especially in designated AQMA areas

Asset Management and Maintenance Implementation Group

The role of the AMMG is to provide a multi-agency approach to the delivery of maintenance activities to address the challenges and goals of the SCR Transport Strategy. The AMMG acts as a central point for decision making on maintenance and asset management issues and implements strategies, schemes and programmes of works that improve the condition of the highway and transport networks and protects the economic life of transport assets.

The Highway Authorities are responsible for maintenance in their own districts, with coordination provided by the AMMG. This leads on the development of the transport asset management plan for South Yorkshire, shares experience between the districts, and identifies potential efficiencies, for example in coordinating work along key arterial routes, and in relation to shared procurement.

Policies responsible for:-

M	To ensure our networks are well-maintained
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Congestion and Network Management Implementation Group

The Group has overall responsibility for the development, implementation and monitoring of the network management aspects of the LTP3 Implementation Plan. It is responsible for identifying the Strategic Road Network in South Yorkshire as a basis for prioritising intervention and investment. The Group comprises nominated Traffic Managers from the four South Yorkshire Local Highway Authorities, who individually have a duty to ensure that each of the Districts discharges its Network Management Duty, together with a representative of the SYPTE.

Policies responsible for:-

B	To improve the reliability and resilience of the national road network using a range of management measures
C	To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector
L	To reduce the amount of productive time lose on the strategic road network and improve its resilience and reliability
J	To apply parking policies to promote efficient car use while remaining sensitive to the vulnerability of urban economies

Public Transport Board

Covering all forms of public transport, the Board will deliver a Public Transport Investment Programme, ensure that all future investment in public transport has maximum impact, and that the LTP3 public transport outcomes contribute to the broader Transport Strategy.

Policies responsible for:-

D	To improve rail services and access to stations, focusing on interventions that can be delivered in the short term
E	To ensure SCR is served by HSR
F	To improve connectivity between major settlements
K	To develop public transport that connects people to jobs and training in both urban and rural areas
N	To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes
O	To ensure public transport is accessible to all
P	To work with operators to keep fares affordable, especially for travellers in need
Z	To improve safety and the perception of safety on public transport

Quality of Life Implementation Group

The role of the QoLIP is to develop and oversee delivery of a range of transport interventions aimed at improving health, accessibility and social inclusion. Much of the group's agenda is progressed through influencing the activities of other groups and partners.

Policies responsible for:-

H	To develop high-quality public places
S	To encourage active travel and develop high-quality cycling and walking networks
Q	To provide efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism.

Safer Roads Partnership

The role of South Yorkshire SRP is to provide a multi-agency, proactive approach in South Yorkshire. To do so, it mobilises three key interventions of engineering, education and enforcement, and forges strong links with other policy agendas.

Policies responsible for:-

W	To reduce safer road use and reduce casualties on our roads
X	To work with the Police to enforce traffic laws
Y	To focus safety efforts on vulnerable groups

APPENDIX 2: IMPLEMENTATION GROUPS ACTION TABLES

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Air Quality and Climate Group (AQCG)</p>	<ul style="list-style-type: none"> ◆ Invest in low carbon vehicles ◆ Develop low carbon infrastructure ◆ Work with partners to aid delivery of low carbon initiatives eg Plugged in Places ◆ Incentivise low carbon vehicle use (eg preferential parking) ◆ Promote eco-driving initiatives eg ECO-stars scheme ◆ Consider how micro-generation can be incorporated into interchanges, road signs, bus shelters etc ◆ Work with Highways Agency to better manage vehicle flow on national network ◆ Accelerate take-up of cleaner engines ◆ Sustain air quality monitoring and modelling ◆ Develop solar PV panels and transport interchanges ◆ Investment in:- <ul style="list-style-type: none"> – Low carbon vehicles – Low carbon infrastructure – Promoting more efficient use of vehicles
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Asset Management and Maintenance Group (AMMG)</p>	<ul style="list-style-type: none"> ◆ Complete TAMP for South Yorkshire ◆ Coordinate Investment Programmes with TAMP to remove any duplication and minimise disruption ◆ Integrate safer roads principles into HAMPs and South Yorkshire TAMP ◆ Carry out regular inspections of highway network to identify defects ◆ Implement junction improvements, traffic calming etc on a 'worst first' basis ◆ Build needs of pedestrians and cyclists into remediation works ◆ Ensure cycling and walking routes are well maintained and swept ◆ Ensure high quality lining, signing, and lighting ◆ Maintain all networks in a prioritised manner, including the new Strategic Network ◆ A winter service that has a primary objective which is the safety of all road users ◆ Assessments for asset condition undertaken with particular reference to the strategic network ◆ Factoring the maintenance costs implications into new investment proposals ◆ Ensure coordination of the Sheffield PFI contract with other sub-regional stakeholders and agendas ◆ Continue to develop collaborative approaches to procurement ◆ Securing committed sums from developers and schemes promoters to cover future maintenance requirements
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Congestion and Network Management Group (CNMG)</p>	<ul style="list-style-type: none"> ◆ Work with the Highways Agency to improve the effective capacity of the M1, A1 and M18 ◆ Work with the Highways Agency to keep the A628 and A616 open in extreme weather ◆ Help the Highways Agency to minimise disruption after road incidents ◆ Expand and enhance the ITS and strengthen links with Regional Control Centres ◆ Coordinate Investment Programmes to remove any duplication and minimise disruption ◆ Establish a sub-regional Freight Quality Partnership and other forums, as required, to deal with specific local freight issues to include freight industry and Network Rail representation ◆ Support the freight and logistics industry by developing robust road works and incident information streams ◆ Develop bespoke freight route information and mapping for larger freight distribution centres and destinations in the sub-region ◆ Support proposed 'inland port' at Doncaster ◆ Consider, with Network Rail, the most advantageous ways of improving rail freight connections ◆ Consider potential for shifting more freight from road to rail or waterways and for rail-road distribution centres ◆ Produce a South Yorkshire Freight Strategy and Action Plan ◆ Develop consistently applied parking policies for the short term ◆ Consider, at the appropriate time, any necessary measures such as higher long-term stay parking fees and workplace parking levies, to promote efficient car use ◆ Improve core network management processes eg permit to work in the highway scheme ◆ Selected investment in the strategic network, having regard to the prioritisation of route sections. ◆ Expand and enhance the ITS to help improve capacity ◆ Strengthen inter-agency contingency planning ◆ Develop a process with partners to learn lessons from events and enhance plans ◆ Make the VMS system fully operational ◆ Complete the installation of ANPR cameras and connection to the system ◆ Enhance radio capacity ◆ Further develop bus priority sequencing ◆ Maximising the current technology and extend the operational hours of the TCC ◆ Further investigate the introduction of a permit to work scheme

- ◆ Expand use of CCTV
- ◆ Improve levels of lighting at stops and stations after dark and seek ways to increase staff presence
- ◆ Improve perceptions of safety through travel planning and advice
- ◆ Continue working with schools to encourage positive behaviour of younger passengers
- ◆ Lobby and work with Government to ensure funding is sufficient to deliver the accessibility needed in the city region
- ◆ Supporting the national concessionary travel scheme through adding local increments to the national Government scheme, for example extending it to the tram system, and providing child concessions
- ◆ Work with operators in partnership and lobby to keep fares affordable
- ◆ Agree discount on pre-paid ticketing for future Smarter Choices campaigns
- ◆ Ensure special attention is paid to those with particular needs or learning disabilities (in vehicles, infrastructure and service provision)
- ◆ Invest in low floor buses
- ◆ Provide raised kerbs at bus stops
- ◆ Make public transport a competitive travel option, through delivery of Public Transport Implementation Plan
- ◆ Develop and maintain close voluntary and statutory partnership working with bus operators and, if necessary, quality contracts
- ◆ Provide small, medium and large park and ride sites and associated 'ride' services
- ◆ Develop and improve interchanges and mini-interchanges
- ◆ Improve the integration of public transport with walking and cycling
- ◆ Continue to develop a flexible integrated multi-modal ticketing alongside the 'Yorcard' smart ticketing system for West and South Yorkshire;
- ◆ Ensure accessibility planning and updating the 'tendered services criteria model' provide good level of accessibility at the times people need to use them, as well as connecting people to jobs (policies G and K)
- ◆ Make full use of public transport service options available (including demand responsive and scheduled services)
- ◆ Enhance access to most relevant or useful essential services
- ◆ Deliver 'Smarter Choices' measures to inform people of the transport choices available
- ◆ Continue to invest in our 'Real Time' system to provide information to public transport users to inform their choices and provide peace of mind.
- ◆ Provide other public transport options, including Community Transport buses, dial-a-ride and other solutions to help meet travel needs
- ◆ Provide services targeted on accessibility to work, training and education
- ◆ Work with employers and developers to provide services that match patterns of working
- ◆ Work with large travel generators (hospitals, universities, retailers) to provide flexible public transport options
- ◆ Identify and implement the most efficient public transport solutions, including community transport and demand responsive transport, to meet local needs
- ◆ Continue to implement bespoke solutions (eg wheels to work, car sharing, car clubs, taxi initiatives) where they show value for money
- ◆ Continue to develop information tools that enhance access to public transport
- ◆ Improve connectivity between Barnsley, Rotherham, Sheffield and Doncaster, and access to Dearne Valley. In the first instance examining options between Barnsley and Doncaster
- ◆ Implement further key bus route and Smart Route improvements
- ◆ Identify and correct small scale problems across county (eg 'hotspots' programme)
- ◆ Continue to develop and implement major schemes between urban centres and to improve travel to work links, including:-
 - Sheffield-Rotherham tram-train scheme
 - Supertram: provision of additional vehicles
 - BRT North scheme through Lower Don valley
 - BRT South scheme through Waverley Masterplan area
- ◆ Identify accessible location for HSR station
- ◆ Implement further key bus route and Smart route improvements
- ◆ Identify and correct small scale problems across county (eg 'hotspots' programme)
- ◆ Develop park and ride on key strategic routes focused on the largest urban centres
- ◆ Revise supported services criteria to reflect emphasis on employment and economic development
- ◆ Work with operators to define new ways in which local and national funding
- ◆ Lobbying to undertake a greater role in rail franchising
- ◆ Ensure public transport facilities are well maintained
- ◆ Press for SCR to be served by HSR

Public Transport Board (PTB)

- ◆ Implement further key bus route and Smart Route improvements:-
 - Barnsley to Wakefield
 - Balby Road, Doncaster
 - Rotherham Central Core
 - Ecclesall Road, Sheffield
 - ◆ Improvements to:-
 - Local Rail Stations
 - Park and Ride Sites
 - The Tram Network
 - Bus Stops
- Press for:-
- ◆ Electrification/enhancement of sections of the MML (in particular in the East Midlands)
 - ◆ Journey time and capacity improvements to MML, ECML and between city regions
 - ◆ Work with operators and Government to seek improvements to service patterns, frequency and journey times to London, Manchester, Leeds, Nottingham and other key destinations
 - ◆ Work with Network Rail to seek improvements to connectivity and journey times between Sheffield and Manchester, including the remodelling of Dore Junction; Sheffield-Swinton-Moorthrope including Holmes Chord improvement; Doncaster-Wakefield
 - ◆ Continue to lobby for improvements to Sheffield-Barnsley-Leeds line (especially Horbury Junction), higher capacity on the Penistone line.
 - ◆ Secure improvements to train capacity, additional carriages, new rolling stock, and Holmes Chord improvement
 - ◆ Provide public transport access to existing and new stations
 - ◆ Provide information and travel planning services to support access to gateway stations

Quality of Life Group (QoL)

- ◆ Ensure car access to green spaces is managed
- ◆ Provide alternative public transport options for accessing green and recreational spaces
- ◆ Improve walking and cycling infrastructure to green and recreational spaces
- ◆ Improve Rotherham Station and its links to town centre
- ◆ Make improvements in Dearne Valley
- ◆ Improve urban design, removal of sign and street furniture clutter when undertaking transport schemes and maintenance programmes
- ◆ Enhance on and off-road cycling and walking network
- ◆ Provide better facilities for cyclists and pedestrians at rail stations/interchanges, employers and service outlets
- ◆ Implement SYCS
- ◆ Linked District-level cycle action plans
- ◆ Cycling and pedestrian training and safety initiatives
- ◆ Tackle the barriers to the use of public transport
- ◆ Improved marketing and promotion through targeted travel behavioural change campaigns
- ◆ Information, travel advice and personalised travel planning covering the whole journey experience
- ◆ Travel planning schemes with employers and service organisations
- ◆ Implement pilot electric bike leasing scheme for large organisations
- ◆ Expand 'BikeIT' project
- ◆ Build on the pilot of Bike Boost scheme
- ◆ Develop the Sheffield City Centre Bike Park
- ◆ Develop the Sustrans Connect 2 initiative connecting South Yorkshire and North Yorkshire
- ◆ Develop Access to Opportunities Phase 2
- ◆ To develop a county wide travel plan portal
- ◆ Establishment of a county wide travel behaviour programme
- ◆ Encourage organisations to adopt practises that minimise unnecessary commuting
- ◆ Encouraging organisations to introduce flexible working hours
- ◆ Enable/encourage car share clubs
- ◆ Develop countywide rollout of the successful Bus IT scheme
- ◆ Continuation of the W2W

Safer Roads Partnership (SRP)

- ◆ Continue training, education and campaign activities and driver/rider behaviour programmes
- ◆ Deliver district safer roads programmes, engaging local people through neighbourhood forums, community assemblies etc
- ◆ Consolidate 'worst first' approach for engineering work and extend to educational and enforcement activities
- ◆ Deliver programme of local safety scheme interventions at identified sites and routes of recurrent casualties
- ◆ Improve monitoring, analysis and evaluation of road traffic collisions to improve targeting and strengthen preventative approach
- ◆ Expand role and remit of Road Safety Audit process
- ◆ Monitor public transport casualty figures and incorporate improvements in Key Routes, Hotspots etc programmes
- ◆ Minimise tram-related incidents through (car and tram) driver training and education
- ◆ Analyse offending and casualty information to determine enforcement priorities
- ◆ Review operation and site selection policy of the SCP and consolidate camera deployment and usage
- ◆ Review and update SMS
- ◆ Explore 'community speed watch' initiatives
- ◆ Expand parking and bus lane/gate enforcement and other moving traffic offences
- ◆ Sustain analytical work to pinpoint key risks
- ◆ Effective speed management in residential areas, including exploring further use of 20 mph zones, Home Zones and Shared Spaces
- ◆ Continue programmes for children and young people, including education and training, school travel plans, Safer Routes to School, walking buses, and seat belt/child restraint promotion
- ◆ To integrate safer roads principles into the HAMP
- ◆ Child pedestrian and cycling training and road safety education
- ◆ Engaging with school travel plans and school gate parking issues

Strategic Leadership Group (SLG)

- ◆ Progress FARRRS
- ◆ Enhance public transport access to RHADS
- ◆ Improve rail access to Manchester Airport, including schedules, reliability and frequency
- ◆ Increase capacity of White Rose Way (A6182)
- ◆ Waverley Link Road to the Advanced Manufacturing Park
- ◆ BRT North scheme through Lower Don Valley
- ◆ BRT South scheme through Waverley Masterplan area
- ◆ Improve access for M1 to employment growth points in Barnsley
- ◆ Ensure transport policy is reflected in LDPs
- ◆ Ensure forward land use plans are focussed on development in places easily accessible by public transport
- ◆ Work with operators and developers to ensure appropriate provision of public transport to serve new developments
- ◆ Ensure good walking and cycling access to local facilities as a consideration for development
- ◆ Work to support of the A61 Penistone Road Smart Route scheme
- ◆ Development of proposals for Integ8 park and ride network

