

# Chapter 11. Our Five Year Investment Programme

- 11.1** This section focuses on the main funding components that will contribute towards delivery of our second LTP.
- 11.2** Unlike the first LTP, this second Plan is not a bidding document. The DfT has identified 'Planning Guideline' figures for the two main capital funding blocks – around £20 million pa for the ITB (with additional allocations relating to Objective 1 and Safety Camera capital funding); and up to £14 million p.a. for the Maintenance block. Both amounts assume the submission of a second LTP that the DfT considers adequately meets the requirements of its Guidance.
- 11.3** The South Yorkshire LTP Partners have adopted a policy approach to the setting of the LTP2 five year programme. The IT block therefore has been assessed and prioritised on the basis of what needs to be done to deliver the four Transport Shared Priority themes. Detailed analysis and modelling work on targets has enabled the Partners to develop a spend profile based on strategic requirements, as opposed to purely local criteria.

## Indicative Planned Spend Programme

- 11.4** **Figure 11.1** outlines the indicative planned five year Integrated Transport Capital Spend profile for South Yorkshire.
- 11.5** **Table 11.1** provides a more detailed assessment of how we would broadly allocate resources to address the 4 shared priorities and assist in meeting our vision for transport. It also identifies our assessment of how all the programme elements (defined by DfT's LTP categories) contribute to the shared priorities and our overarching economic objectives. **Table 11.2** outlines our indicative Maintenance spend programme.

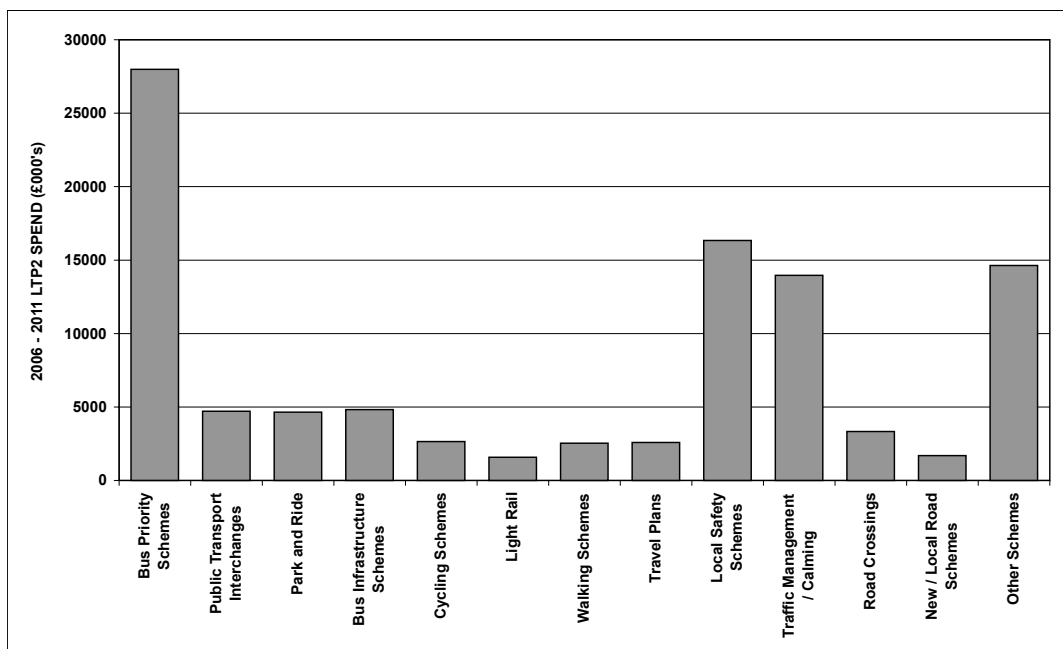


Figure 11.1: 5 Year Capital Spend

# Chapter 11. Our Five Year Investment Programme

Categories of Schemes		LTP2 Indicative Spend (£ millions) Totals may not sum due to rounding										
		2006/07	2007/08	2008/09	2009/10	2010/11	TOTAL	A	C	RS	AQ	ER
Bus Priority Schemes (BL, BG)		4.209	5.220	5.640	6.193	6.719	27.980	***	**	**	*	**
Public Transport Interchanges (IN)		1.830	0.694	0.745	0.646	0.800	4.715	***	**	*	*	***
Park and Ride (PR)		0.814	0.650	1.224	1.060	0.900	4.648	**	***	**	**	**
Bus Infrastructure Schemes (BI)		0.965	0.985	0.907	1.003	0.961	4.821	***	**	**	*	**
Cycling Schemes (CY)		0.420	0.505	0.570	0.605	0.550	2.650	**	*	**	*	*
Light Rail (LR)		0.473	0.450	0.250	0.150	0.250	1.573	***	***	*	**	**
Walking Schemes (WA)		0.430	0.641	0.415	0.485	0.560	2.531	**	**	**	*	*
Travel Plans (TP)		0.452	0.470	0.500	0.570	0.600	2.592	**	**	*	*	**
Local Safety Schemes (LS)		3.065	3.111	3.240	3.385	3.530	16.331	*	*	***	*	*
Traffic Management/ Calming (TM)		2.755	2.570	2.745	2.880	3.010	13.960	**	**	**	*	**
Road Crossings (RC)		0.585	0.620	0.685	0.710	0.735	3.335	**	*	**	*	*
New/Local Road Schemes (RD)		0.335	0.260	0.350	0.364	0.380	1.690	**	**	**	*	**
Other Schemes	Air Quality	0.085	0.090	0.105	0.120	0.125	0.525	**	**	*	**	*
	Scheme Preparation	0.370	0.415	0.420	0.490	0.300	1.995					
	Strategy and Monitoring	1.460	1.854	1.813	1.857	2.048	9.032					
	Community Transport	0.100	0.100	0.100	0.100	0.100	0.500					
	Miscellaneous	0.560	0.659	0.455	0.455	0.457	2.585					
<b>Sub Totals</b>		<b>18.907</b>	<b>19.293</b>	<b>20.164</b>	<b>21.075</b>	<b>22.025</b>	<b>101.464</b>					
Objective 1		3.147	3.226	3.388	3.557	3.736	17.054					
Safety Camera Funding (Capital)		See Note	0.633	0.605	0.581	0.559	2.379	Funding integrated into the LTP process from 2007/08.				
<b>Overall Totals</b>		<b>22.054</b>	<b>23.152</b>	<b>24.157</b>	<b>25.213</b>	<b>26.320</b>	<b>120.897</b>					

Table 11.1: Five Year IT Capital Programme and Contribution to Shared Priorities Based on Planning Guidelines

<p>A - Accessibility  C - Congestion  AQ - Air Quality  RS - Road Safety  ER - Economic Regeneration</p>	<p>* - Contribution  ** - Positive Contribution  *** - Significant Contribution</p>
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# Chapter 11. Our Five Year Investment Programme

Categories of Schemes	LTP2 Indicative Spend (£ millions)					
	2006/07	2007/08	2008/09	2009/2010	2010/2011	TOTALS
<b>Footway Maintenance Schemes (MM1)</b>	0.841	0.865	0.872	0.988	1.053	<b>4.679</b>
<b>Carriageway Maintenance Schemes (MM3)</b>	10.436	8.113	8.403	8.841	8.947	<b>44.740</b>
<b>Noise Reducing Road Surfaces (MM5)</b>	0.954	0.889	1.180	1.210	1.638	<b>5.871</b>
<b>Strengthening to Carry 40 tonne Vehicular Loading (MM7)</b>	1.145	1.229	1.225	1.250	1.270	<b>6.119</b>
<b>Structural Maintenance and Enhancement of Existing Highway Structures (MM8)</b>	1.724	1.392	1.505	1.566	1.651	<b>7.838</b>
<b>Other Schemes (using LTP Capital Maintenance Funding) (MM9)</b>	0.438	0.445	0.394	0.403	0.413	<b>2.093</b>
<b>TOTALS</b>	<b>15.538</b>	<b>12.933</b>	<b>13.579</b>	<b>14.258</b>	<b>14.972</b>	<b>71.280</b>

Table 11.2 Five Year Maintenance Capital Programme based on Planning Guidelines

**11.6** As outlined in Chapter 10, the role of public transport in underpinning the success of all LTP strategies is crucial. Subsequently, investment across all strategies will largely be targeted at parts of the network where Shared Priority and public transport objectives can be reciprocally achieved and where this can and be supported by complementary measures which will boost the effectiveness of the public transport offer (eg improved pedestrian links to the public transport network, signage). This will be achieved by way of a more sophisticated approach to the identification and prioritisation of all schemes but, because of commitments from LTP1 which will carry over into the early part of LTP2, we will be moving to the new model of prioritisation over a transitional period.

**11.7** The figures in our programme summary are based on modelled analysis of what investment at this level in these categories could deliver for the sub-region in terms of meeting LTP objectives and targets.

## Value For Money

**11.8** The DfT is currently considering offering local authorities guidance on how to express their ITB spending in value for money terms. The SYLTP partners are already taking the issue of value for money seriously and have changed current working practices, including:-

- Developing a more robust scheme outcome monitoring process;
- Adoption of a prioritisation process for major schemes based on a range of criteria allied to NATA (New Approach to Appraisal) but including other locally relevant criteria;

# Chapter 11. Our Five Year Investment Programme

- Agreeing an outline 5 year programme of Integrated Transport schemes based on their potential contribution to the shared priorities;
- Reviewing resource allocation methods to ensure locally determined programmes are built on LTP priorities and geared towards meeting LTP outcomes;
- Pursuing opportunities to share skills and expertise in scheme delivery, and implementing a Delivery Team approach for QBCs.

**11.9** Through our closer engagement with other partners and stakeholders across South Yorkshire we are also establishing new opportunities to add value to our capital programme. For example, through the LAAs currently being piloted in South Yorkshire, LTP expenditure can supplement and be supplemented by other funding streams with a view to meeting common goals in community strategies. It is important that transport expenditure through the LTP is not seen as the sole contributor to addressing the transport related aspects of social and area-based regeneration initiatives, such as HMR, where potentially large sources of regeneration funding could be directed to delivering connectivity and environmental improvements. The principle of match funding established through the Objective 1 programme has already shown what can be achieved in terms of adding value to the LTP programme. This principle of securing value for money through leveraging in other funding sources will continue to be pursued in South Yorkshire even though the Objective 1 programme itself comes to an end in 2008.

**11.10** We will continue to explore opportunities for additional funding contributions for transport related investment through the SRIP S106 developer contributions and the remaining Objective 1 (supplementary and P6) programme and its transitional arrangements.

**11.11** It should also be noted that the second LTP is not just a capital investment plan, but demonstrates how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets. **Table 11.3** provides an indication of the scale and nature of our revenue spend on transport related activities.

Indicative Annual Revenue Spend	
Categories of Schemes	£ Millions
Carriageways and Footways	8.2
Drainage and Gullies	1.8
Bridge Maintenance	0.3
Verges and Trees	1.3
Fencing, Walls and Barriers	0.2
Signs, Bollard and Markings	1.4
Signal Maintenance	0.8
Winter Maintenance	3.0
Street Lighting	7.8
Street Cleansing	6.4
Concessionary Fare Support	10.4

# Chapter 11. Our Five Year Investment Programme

Indicative Annual Revenue Spend	
Supported Bus Services	5.8
Supported Rail Services	18.0
Special Needs Services	1.6
Interchanges and Infrastructure	5.6
Traveline and TICs	1.4
Information and Communication	1.4
Safety Camera Funding (Revenue)	1.8
Miscellaneous	9.8
<b>TOTAL</b>	<b>87.0</b>

Table 11.3 Indicative Annual Revenue Expenditure