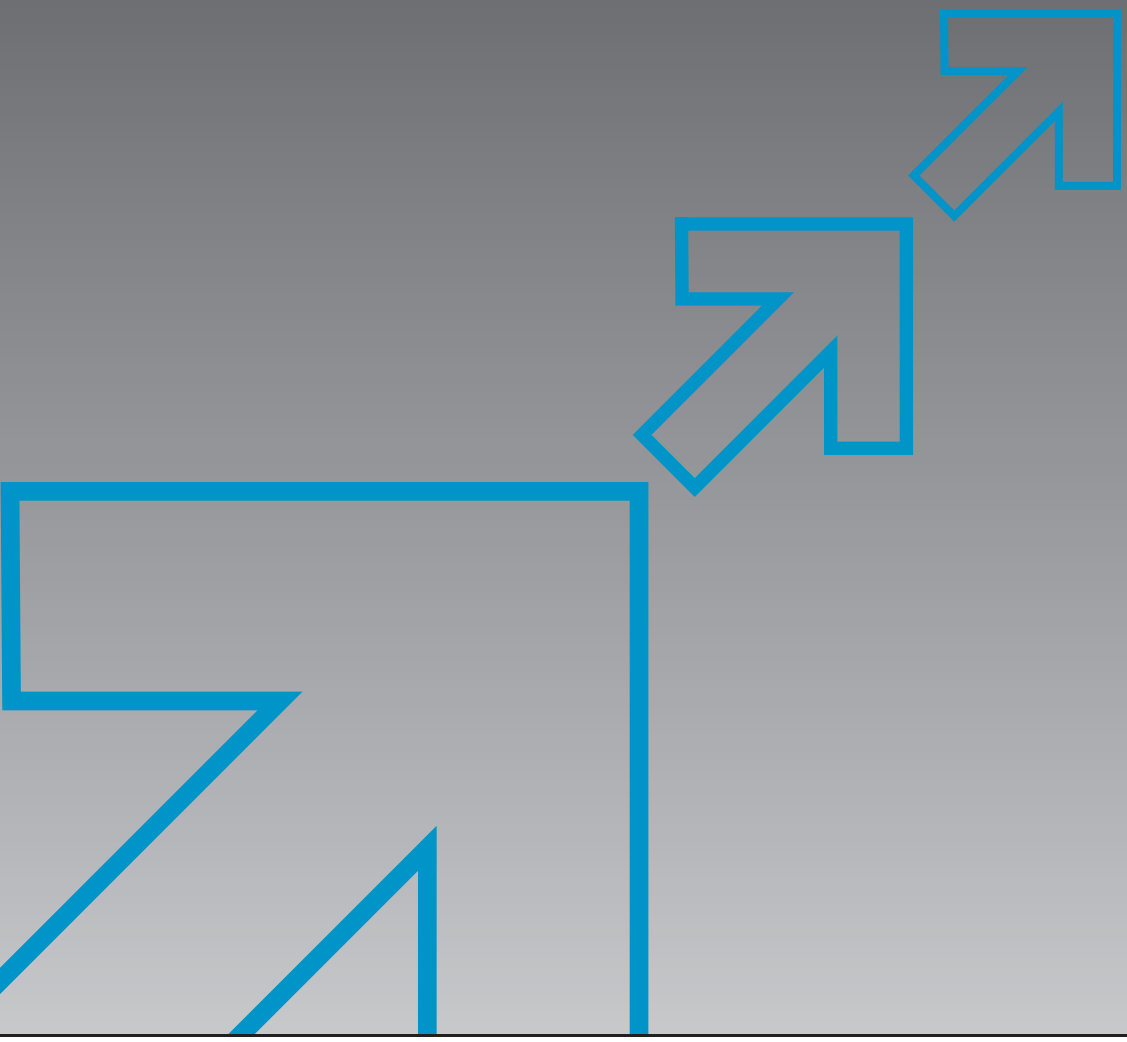
A SUSTAINABLE JOURNEY TO WORK IN SOUTH YORKSHIRE

ANNEX 3: INITIAL PRIORITISATION OF BID OPTIONS



SHEFFIELD
City Region

SOUTH YORKSHIRE
INTEGRATED TRANSPORT
AUTHORITY

CONTENTS

1.INTRODUCTION

1.1. THE ANNEX DOCUMENTS

This document forms part of the series of Annex documents, which are presented here to support our Local Sustainable Transport Fund (LSTF) Business Case. This series of documents presents a substantial body of supporting information and analysis that we have compiled to develop the Business Case, which is the final submission to the Department for Transport, following our successful "key component" bid.

The systematic prioritisation of our programme elements has been used to determine our final bid, alongside other considerations, such as consultation. This input has been brought together to identify the problems that need to be addressed by the LSTF fund and the correct solutions to achieve this.

1.2. THIS DOCUMENT

This report was written as part of a five-stage process, as described in section 2.9.1 of our main submission. This process was used to prioritise the final package of schemes that were selected for inclusion in the LSTF submissions. The work described in this document forms stages one and two of the process. Chapter two presents our approach to prioritisation for stages one and two. Chapters three to eight describe the outcome of the assessment that was undertaken for each scheme, grouped by type of investment. The investment types and associated chapters are:

- Chapter 3: Travel Cultural Change
- Chapter 4: Public Transport
- Chapter 5: Active Travel
- Chapter 6: Alternative Fuels
- Chapter 7: Flexible Transport
- Chapter 8: The Traffic Management

Chapter nine concludes the document, identifying the schemes that were taken forward for our key component submission and the large project initial proposal.

2.METHODOLOGY

2.1. INTRODUCTION

The scope of this report is to document the process of gathering and prioritising the long-list of potential solutions which formed the contents for the key component and initial proposal large project bids. The report includes the appraisal process that was undertaken for each scheme, outlining how each scheme met the criteria and how a decision was made.

2.2. INPUTS

In order to understand the scale and breadth of potential projects that the fund could be used to deliver, an open consultation was undertaken. As a result of the consultation initial proposals for schemes were submitted on proformas to SYPTE in February 2011. These were submitted by each of the four South Yorkshire districts, SYPTE and various other organisations interested in being involved in implementing solutions.

The process for gathering inputs initiated further consultation at a workshop event and ran parallel to discussion with district partners on the approach to the bid.

Each proposal included details of the scheme and was supported by a series of responses to questions regarding the schemes viability and expected outcomes.

In total, 119 proformas were submitted. As part of the recording process the solutions were grouped by the type of activity or mode they were focussed on. This process later helped to determine the delivery sets. The outcome of this exercise identified the locations and types of solution that are needed in Sheffield City Region. Figure 1 shows the number of proformas submitted by activity or mode:

Figure 1 Proforma by Activity and Mode

Activity or Mode	Number	Activity or Mode	Number
Alternative Fuels	3	Marketing and Support Activities	6
Alternative Working Practices	2	Overarching Active Travel Improvements	6
Bus Infrastructure Improvements	6	Rail Park and Ride	2
Bus Service Provision	7	Incentive Schemes	5
Car Club	2	Rail Infrastructure	1
Car Share Schemes	3	Sustainable Travel Support	13
Cycle Hire and Support	15	Traffic Controls	8
Cycle Infrastructure Developments	17	Tram	6
Driver Training	6	Walking Infrastructure and Support	7
Provision of Mobility Aid	4		

2.3. SCHEMES PRIORITISATION

The initial prioritisation of proposals was started during the preparation of the "key component" bid and developed as the full bid began to take shape. To ensure a fair assessment of the proposed schemes, each scheme was appraised according to its suitability for the fund when considered against a number of criteria. These included:

- The requirements of LSTF as defined by DfT
- The capital and revenue split must be balanced as defined by DfT
- Match funding available
- The criteria in the early assessment tool EAST as defined by DfT
- The proposal must meet the transport needs of Sheffield City Region (SCR) as defined by the Transport Strategy
- The proposal must serve the priority areas that were identified for investment.

Figure 2 provides a synopsis of the DfT criteria, with an additional criterion, the Carbon Case, which was added to recognise the aims of the LSTF. To meet each criterion, evidence that the scheme will have quantifiable results was needed. Within the five cases there was particular focus on economic and carbon cases as these there the primary objectives of the fund.

Figure 2 DfT EAST Criteria for Scheme Prioritisation

District	Criterion
Strategic case	The proposal must be supported by a robust case for change fitting with wider public policy objectives. Table 2 lists the LTP3 policies that are important for LSTF proposals.
Economic case	Each proposal must demonstrate value for money, connectivity, reliability, wider economic impacts, resilience and delivery of housing.
Financial case	The proposals must be financially affordable. What are the commitments of third party funders and how are the financial risks managed?
Commercial case	Commercial viability. The proposal must have a robust contractual strategy and a plan for managing the risks.
Management case	The achievability of the proposal. The scheme must have clear milestones and demonstrate it can be delivered in the time frame specified.
Carbon case	Although this is formally part of the Economic Case, due to the importance of this in LSTF, it has been separated to take on its own emphasis. Each proposal must demonstrate a saving in carbon production.

As well as each proposal fitting with the LSTF criteria, it was important for each scheme to contribute to the delivery of the SCR LTP3 Policies. The policies that were considered appropriate were included in the LSTF bid and presented in Figure below.

Figure 3 The fit to our LTP3 Policies

Policy Name in our LTP3	Summary of the Policy from our LTP3
D	To improve rail services and access to stations, focusing on interventions that can be delivered in the short term
F	To improve connectivity between major settlements
G	To deliver interventions required for development and regeneration
H	To develop high-quality public places
I	To focus new development along key public transport corridors and in places adjacent to existing shops and services
K	To develop public transport that connects people to jobs and training in both urban and rural areas
L	To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability
N	To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes
P	To work with operators to keep fares affordable, especially for travellers in need
R	To work to improve the efficiency of all vehicles and reduce their carbon emissions
S	To encourage active travel and develop high quality cycling and walking networks
T	To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices
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
W	To encourage safer road use and reduce casualties on our roads
Y	To focus safety efforts on vulnerable groups
Z	To improve safety and the perception of safety on public transport

The remainder of this document focuses on the proposals submitted for inclusion in the LSTF key component and initial proposal bids. For ease of preparation, the delivery sets were developed by mode, but in the bids these were converted to reflect our objectives locally.

3.TRAVEL CULTURAL CHANGE

3.1. INTRODUCTION

Travel Cultural Change activities aim to engage communities, individuals and organisations effectively in a process that would cause a shift towards informed travel choices. Rather than separate marketing and travel planning activities, this would help us target behaviour change solutions underpinned by a central culture change network of resources to manage this activity. The central culture change unit and network would be responsible for all ongoing activities aimed at changing our travel culture, including marketing, communications, training, business advice, introduction of community champions, and schemes targeted at workplaces and schools.

Each of the proposals described below were presented for Travel Cultural Change. At the bottom of each proposal is the decision that was made as to whether the scheme was excluded or included in the bid. In each case the reason behind this decision has also been provided.

Requirement	Details
Scheme Name	iTrace Annual Licenses
Proposer	QoLDG Implementation Plan
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£60,000
Local Contribution £	No detail provided
What it Includes	Online database to monitor and report travel planning activity across South Yorkshire.
Where it will be Implemented	South Yorkshire
Who will be Affected	Individuals who are actively involved in providing and undertaking travel planning.
Economic Benefits	No detail provided
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	Excluded. This proposal has been included in the Quality of Life bid (this is a separate bid, which aims to improve the quality of life through smarter choices), which has since been unsuccessful. Potential to be included in the Workplace Travel Solutions.

Requirement	Details
Scheme Name	School Sustainable Travel Support Officer
Proposer	RMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£160,000
Local Contribution £	In kind, no details provided
What it Includes	This project proposes to employ an officer to support the uptake of sustainable travel in schools. It builds on the work of the School Travel Plan Officer which delivered 100% of schools with a travel plan within the DfT timeframe. In the course of this work it became evident that some schools needed more specialist help than others. The SSTSO's job would consist of promoting and proposing initiatives to schools to help them deliver the planned actions in their travel plans.
Where it will be Implemented	Rotherham
Who will be Affected	Young people in Rotherham
Economic Benefits	Improved number of children getting to school by sustainable means; reduction in obesity levels; Minor air quality improvements.
The Carbon Benefits	The project can demonstrate considerable carbon savings, air quality benefits, improvements in obesity levels through active travel and help for schools in accessing grant funding.
Financial Case and Risk Sharing	The main risk to delivery of the scheme is lack of revenue funding. Subsidiary risks include an unwillingness of academy schools outside the Local Authority's control to participate.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G, S, V are met Also supports the strategic goals of reducing emissions and enhancing social inclusion and health.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The ambition of the scheme is to demonstrate that the post could be made permanent based on the amount of grant funding accessed in addition to the value of carbon savings and improved levels of health.
Decision	Excluded. Limited evidence to suggest that this proposal will produce economic growth and reductions in carbon. This proposal is a continuation of a former role in the authority therefore did not meet LSTF criteria.

Requirement	Details
Scheme Name	Shared Travel Plan Coordinator Service
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£870,000
Local Contribution £	£490,000
What it Includes	Travel Advisors that share their time between organisations new to travel plans, helping them get started and slowly take responsibility.
Where it will be Implemented	South Yorkshire
Who will be Affected	Particular focus on "nudging" motorists which will be identified through collaboration with employers. The proposal includes work with the employers to ensure that potential benefits in terms of work performance are fully explored and recognised.
Economic Benefits	Travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	A million trips shifting to bus will save almost 12,000 tonnes of carbon.
Financial Case and Risk Sharing	That the Travel Advice team becomes too big to manage as a result of the new LST initiatives referencing it That organisations won't be willing to have a travel plan developed, either out of indifference or because of the future commitment needed.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies R, S, T are met
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally by Travel Advice Business and Community team and overseen by the central Travel Culture Change Unit.
Commercial Case and Exit Strategy	This is about organisations taking over responsibility of their own travel plans after a year of dedicated support from travel advisors. In the next year they will share the responsibility with the travel advisor and in the next year they will take full responsibility. At the end of the three years there will be five organisations that we will commit to sharing the responsibility of their travel plan after LSTF.
Decision	Included in the Workplace Travel Solutions scheme as workplace travel plan coordination. The cost was reduced when the proposal was included in the bid to an LSTF revenue request of £280,000 and the local contribution was reduced to £175,000.

Requirement	Details
Scheme Name	Area Travel Plan Toolkit
Proposer	SCC (Sustainable Travel Cities Bid)
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£450,000
Local Contribution £	No detail provided
What it Includes	Providing facilities to devise travel plans
Where it will be Implemented	South Yorkshire
Who will be Affected	Commuters and visitors to the South Yorkshire area
Economic Benefits	Travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	A million trips shifting to bus will save almost 12,000 tonnes of carbon.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S T are met
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	This principle behind this proposal is included in the bid through a number of cultural change proposals. This proposal presented in its current form is excluded from the bid, due to limited detail on costs and evidence.

Requirement	Details
Scheme Name	Theatre In Education
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Pedestrian and cycling training and road safety education.
Where it will be Implemented	South Yorkshire
Who will be Affected	Reduced collisions and casualties on all roads in SY with attendant benefits to support economic growth, reduce emissions and enhance social inclusion, health and community well-being.
Economic Benefits	There is a wide range of evidence showing the high value for money and BCR of relative low cost initiatives like these and the 'active travel' proposals.
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	Lack of resources resulting in less effective, poorly targeted initiative Uncoordinated 'silo' approach. Piecemeal district by district delivery.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies Y is met
Management Case and Deliverability	This initiative will be managed by the Safer Roads Partnership in conjunction with the central culture change unit.
Commercial Case and Exit Strategy	Changing behaviour is not easy but once changed it is relatively self-sustaining.
Decision	This has been included as part of the Travel4Life scheme (see Travel 4Life). The revenue cost in the bid has been included at £320,000 and a local contribution of £223,960 from the safer roads budget.

Requirement	Details
Scheme Name	South Yorkshire Travel Plan Network
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£475,000
Local Contribution £	Match funding is £475,000 (iTrace and officer/advisor time promoting travel plans).
What it Includes	South Yorkshire Travel Plan Network Interactive Travel Plan Network website Workplace travel change initiatives, e.g. Bike Boost – see other proformas Survey and monitoring support Site investment – e.g. enclosed cycle parking, signing/lining car share spaces This relates to Workplace Travel Plans only.
Where it will be Implemented	This activity would be focused in the employment areas identified in the bid, e.g. Upper and Lower Don Valley, Blackburn Valley, Dearne Valley etc.
Who will be Affected	SCR businesses with will/need/capacity for commuter/work travel change.
Economic Benefits	As with the sustainable travel towns and other authorities delivering smarter choices programmes this method of engagement is key to ensure organisations can make savings for both themselves and their employees.
The Carbon Benefits	The development of a toolbox of offers and incentives encourages cultural change to sustainable modes hereby making carbon savings through less single occupancy car use.
Financial Case and Risk Sharing	Confusion of brands – need unity with the brand for the wider programme.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T are met
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	The website is an asset we can continue to use at minimum cost. We will continue to provide information, advice and smaller scale workplace interventions to member organisations beyond the four years after the network and buy-in has become established
Decision	The concept behind this proposal has been included in the Workplace Travel Solutions scheme as part of the Business2Business Behaviour Change Toolbox (website).

Requirement	Details
Scheme Name	Travel4Life
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£616,000
Local Contribution £	Partner contribution is £420,000
What it Includes	A comprehensive programme for schools to raise awareness of and promote and encourage the benefits of active and sustainable travel.
Where it will be Implemented	South Yorkshire
Who will be Affected	14,000 individuals (12000 children and 2000 adults) receiving intensive Education and Information sessions regarding the benefits of using active and sustainable travel methods.
Economic Benefits	During the initial Pilot Project there was an average increase in walking of 10%. Given this we would anticipate a similar level of increase in walking during future delivery. We expect a reduction of up to 10% in the proportion of children travelling to school by car, split between walking and cycling, with associated congestion relief benefits. Economic benefit is estimated at £750 per child. Additional benefits from safer travel, particularly in our priority areas, where child casualties in SCR concentrate. Studies of similar proposals show a BCR of 4.6 if 300 children adopt a sustainable travel to school behaviour, while in this proposal we expect a higher figure.
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	Significant contributions from partners have been agreed for this proposal, both in cash and in kind, including local authorities. A risk is that schools do not take up the offer.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, W, Y, G, L are met. Makes a contribution to Congestion and Network Management, Reducing Car Dependency, Air Quality and Climate Change, Safer Roads and Healthy Population themes.
Management Case and Deliverability	The pilot project has proved very popular with the schools who took part, there was an average increase in walking of 10% and most of them have gone on to develop walking buses and park and stride sites and other proposals which promote walking and cycling to school.
Commercial Case and Exit Strategy	Responsibility for promoting active travel shared with participating organisations.
Decision	This proposal has detailed funding partners and there is evidence to suggest this proposal will produce economic growth and carbon benefits. The Travel4Life programme has been included in the bid. The contents of this proposal consists of the following initiatives: Young adult and child pedestrian training - £560,000 Theatre in Education (TiE) - £320,000 School Travel Ambassadors - £128,000 One Menu" for travel education including Lifewise Centre - £115,000 Bike-IT Project - £750,000

Requirement	Details
Scheme Name	Child Pedestrian training
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Child pedestrian training seeks to teach young children basic road crossing techniques that enable them to make more sensible and safer decisions. It is aimed at 8 and 9 year old school children, who receive 4 sessions, 3 of which are practical sessions conducted by the road side.
Where it will be Implemented	South Yorkshire
Who will be Affected	8000 young people
Economic Benefits	The overall cost will be £20 per person. In Sheffield the training has expanded from 250 children trained in 2005 to 2,200 per year since 2008 -11. Between 2005 and 2009 there were 28 less slight and 7 less KS1 child pedestrian casualties on average per year than between 2000 and 2004. There have been no fatalities in the second period (previously 2). Based on evidence in the DfT's 2007 report "The cost of RTC Fatalities and Injuries", this reduction in child pedestrian casualties will have saved £8,541,060 in Sheffield alone during the latter 5 year period. The cost of the training over this period was: £150,000.
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	It is extremely difficult to retain volunteers to support this activity.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, W, Y G, L are met Makes a contribution to Congestion and Network Management, Reducing Car Dependency, Air Quality and Climate Change, Safer Roads and Healthy Population themes.
Management Case and Deliverability	8,000 children aged 8 or 9 provided with the practical skills to use roads more safely when walking or playing. This proposal has been nationally evaluated to show that it is effective in teaching children to use the road safely.
Commercial Case and Exit Strategy	The benefits can be sustained as once a child has received this training in year 1 and repeated it in Year 4 and supplemented it by on-going Road safety education they will be equipped with these pedestrian skills for life.
Decision	The concept behind the proposal has been included in the bid through Travel 4Life as 'Young Adult and Child Pedestrian Training'. The final cost is £560,000.

Requirement	Details
Scheme Name	Independent Travel Promotion
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£397,000
Local Contribution £	Partner Contribution is £746,000
What it Includes	Promoting Independent Travel for children, young people, vulnerable adults and older people. A joint Sheffield City Council bid to integrate and develop projects in Children's and Adult Services. Plus two dedicated Travel Advice Business and Community Travel Advisors to deliver ITT activities across South Yorkshire.
Where it will be Implemented	This activity would be focused on schools in the SCR region with the framework being established in Sheffield. The two SCR Independent Travel Advisors will focus activity in all four SY districts where demand is highest.
Who will be Affected	Primary output will be 100 children, young people, vulnerable adults and older people formerly transported by the local authority trained each year to use public transport, walk or cycle.
Economic Benefits	Savings realised through increased independent travel will be reinvested in the project to sustain the required level of training and support beyond the STF grant. Based on experience in other local authorities it is reasonable to project savings on minibuses and transporters of £195k per year.
The Carbon Benefits	A key aim is to get more people with disabilities off supported transport and reduce the carbon impact of taxis and minibuses in favour of public transport and active travel modes.
Financial Case and Risk Sharing	Parental opposition to the idea of promoting independent travel among children – addressed by means of thorough consultation, promotion and sharing success stories Perceived fear by disabled and older people and their carers and support workers of travelling in the community – addressed by promoting positive behaviour on buses, sharing success stories and training Political reticence about embracing change where vulnerable groups are involved – addressed by stressing the manifold health and social benefits as well as the financial savings Risk to SCC core funding – addressed by robust business case stressing the 'invest to save' credentials of the project.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies N, P, R, S, T, V, W, X, Y, Z are met
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Savings realised through increased independent travel will be reinvested in the project to sustain the required level of training and support beyond the STF grant. Based on experience in other local authorities it is reasonable to project savings on minibuses and transporters of £195k per year We also aim to change the culture of parents, carers and assessment care management staff defaulting to supported transport as the first choice for vulnerable groups. This recognises both that while some people will be able to travel independently, others will always have levels of need that make this impossible. Savings will also be targeted to

Requirement	Details
	these areas of greatest need.
Decision	The proposal has detailed funding partners and costs. The initial cost was £397,000 for Sheffield City Council but an additional £280,000 was added to expand the Travel Advice Independent Travel Training Framework service across South Yorkshire. The proposal also meets the LSTF goals and there is evidence to show that the proposal will produce economic growth and reductions in carbon. The final cost of the proposal was £677,000.

Requirement	Details
Scheme Name	Post 16 Education Travel Advisor
Proposer	Travel Advice
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	To work with education managers, YPLA (Young People's Learning Agency) officers and student services staff in Barnsley, Doncaster Rotherham and Sheffield, to ensure understanding of sustainable travel issues, including all walking, cycling and public transport options.
Where it will be Implemented	South Yorkshire
Who will be Affected	Young people in Post 16 education
Economic Benefits	Economic benefit is estimated at £750 per child. Additional benefits from safer travel, particularly in our priority areas, where child casualties in SCR concentrate.
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	Volatile ticketing fares and service policies amongst public transport operators.
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	The principle is tried and tested across South Yorkshire, with all four boroughs having participated in similar proposals in recent years. To date, the ability to participate has been restricted by funding constraints, and is now effectively removed with ending of Learning and Skills Council's post-16 funding stream.
Commercial Case and Exit Strategy	Student services teams in particular will gain knowledge of and experience in operating and applying concession and discount proposals, and information and planning tools.
Decision	This proposal has been excluded from the bid. It does not meet the LSTF goals for economic growth and carbon reduction and there is no detail provided for costs or funding partners.

Requirement	Details
Scheme Name	Elderly Pedestrian Safety Programme
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	A publicity campaign, survey, driver development programme and community champion initiative to encourage elderly pedestrians to stay seated on the bus and bus drivers to make sure elderly people do not fall on the bus.
Where it will be Implemented	South Yorkshire
Who will be Affected	Elderly people living in South Yorkshire.
Economic Benefits	There is a wide range of evidence showing the high value for money and BCR of relative low cost initiatives like these and the 'active travel' proposals.
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	No detail provided
Decision	Excluded. This proposal does not demonstrate any detailed costs or funding partners. Also, the proposal did not score well against the LSTF objectives or our agreed approach.

Requirement	Details
Scheme Name	Travel to Work surveys - web-based questionnaire
Proposer	Travel Advice
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Proposal to upgrade to electronic system for use with all suitable organisations.
Where it will be Implemented	South Yorkshire
Who will be Affected	Commuters
Economic Benefits	Results from existing free-of-charge trials of travel alternatives demonstrate that initial access to public transport provided free stimulates long term paid commitment to services. Proposals include 'Bus It' joint Sheffield City Council/Sheffield Primary Care Trust/SYPTE proposal (35% of participants converted to long-term bus users from initial free trail) and SYPTE developer ticket proposal (75% of users report using public transport more as a result of proposal, 55% report reductions in reliance on private cars).
The Carbon Benefits	Travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
Financial Case and Risk Sharing	volatile ticketing fares and service policies amongst public transport operators changes in policy (e.g. end of salary sacrifice ticket proposals in 2010).
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Once established, the electronic survey will remain available to all participating organisations into the foreseeable future. Only advisor time to recruit participants, process surveys, and continue to deliver results and recommendations will remain a cost element Growing database of real travel-to-work information will feed into a wide range of traffic and travel planning functions Shifts in travel habits in various participating organisations once accumulated will form a strong and persuasive tool for encouraging ever greater uptake Benefits to individuals of mode shift including cost savings and healthier lifestyle, even if only anecdotal, will form part of the selling package.
Decision	This proposal has been excluded from the bid. There is no detail provided of cost or funding partners. However, the development of this survey will be included in the Workplace Travel Solutions Scheme.

Requirement	Details
Scheme Name	Volunteer TravelMaster Special promotion
Proposer	Travel Advice
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Purchase of travel master tickets to be sold to volunteer organisations at discount.
Where it will be Implemented	South Yorkshire
Who will be Affected	People seeking to access jobs and training.
Economic Benefits	Travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	A million trips shifting to bus will save almost 12,000 tonnes of carbon.
Financial Case and Risk Sharing	Unwillingness among volunteer groups to commit to pre-pay ticket purchase. Insufficient take-up amongst volunteers. Fall in number of events and active venues resulting from cost-cuts and general recession effects.
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	The initiative aims to conduct itself as an exercise to demonstrate the feasibility of discounted ticketing within this voluntary sector. A successful trial will be used to demonstrate the case and the need for a commercial successor – within the multi-operator TravelMaster sector and in the single operator sector.
Decision	This proposal has been excluded from the bid. There is limited cost information and no evidence to suggest the proposal will produce economic growth and reductions in carbon.

Requirement	Details
Scheme Name	Data Support
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Disseminating information so as to ensure that behavioural change activity relating to safer and sustainable travel is underpinned by evidence that the activity works and it is targeted effectively.
Where it will be Implemented	South Yorkshire
Who will be Affected	All new and existing public transport and active travel users.
Economic Benefits	No detail provided
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	No detail provided
Decision	Excluded from the bid. Not a specific proposal, supporting and ongoing activity that will be reviewed by the travel plan network.

Requirement	Details
Scheme Name	Community Health Champions
Proposer	David Quarter, Sheffield Wellbeing
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£370,000
Local Contribution £	The contract will be held by SWBC and we will sub-contract to members for delivery of the service.
What it Includes	The Sheffield Community Health Champions programme is a pioneering National award winning new approach to promoting community involvement, healthy and sustainable lifestyles and combating health inequalities across Sheffield. Over the past two and a half years the project has recruitment, inducted, trained and supported over 200 Community health Champions (CHCs). The CHC programme is managed by Sheffield well-being consortium and delivered by 19 member grass roots organisations across the city. The project is supported by a CHC network coordinator who ensures quality of service delivery, sharing of best practice and coordination of events and training.
Where it will be Implemented	South Yorkshire: This proposal would be delivered in local communities as identified by our target hotspots where these proposals can have most impact.
Who will be Affected	Sheffield Well-being consortium (SWBC) would be the lead organisation for this bid. We currently have 60 VCF member organisations across the city of Sheffield and the City region. Many of our members work across the region and we would utilise existing links (for example through member such as 'Age Concern' and 'Mind') to work with and recruit members in areas currently not covered through the consortium. SWBC have well developed robust and transparent internal tendering processes and would invite expressions of interest from suitable and experienced organisations within the membership based on agreed criteria.
Economic Benefits	An externally moderated 'selling added value' (SROI) evaluation exercise suggests a return on investment of £2.07 for every pound invested. However, this is an underestimation as this figure does not include the benefits for the 3000 end-users. Further evidence is being gathered. Based on the SROI 75 CSTCs will move from JSA to employment during the four-year period with savings of over £180k. In addition, this project will mobilise communities to access jobs that will be opened up to them by the transport plan (through development of increased confidence, skills and motivation).
The Carbon Benefits	Promoting local community activities, resources and assets to encourage community engagement, (the local community seen as positive place to live, work, leisure etc) activism and reduce the need for longer journeys (so reduce carbon emissions).
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	Strong LTP3 fit with all policies
Management Case and Deliverability	This proposal will be managed by Sheffield Wellbeing consortium in conjunction with our central Travel Culture Change Unit.
Commercial Case and Exit	The benefits of the project relate to community empowerment and the

Requirement	Details
Strategy	overall assets of that community – measured in terms of the skills, knowledge and integration of the people who live in it. By promoting behavioural change we will ensure that a lasting legacy will remain with these communities and that these benefits are sustainable. We have demonstrated through the existing CHC programme the snowball effect of the work and we are now at a tipping point where social norms and traditional ways of addressing needs and issues in communities are being challenged and overturned by people in communities working at the grass roots. There are a number of CHCs project in place across the city and the region (as part of the 'Altogether better programme team). The CHC network is therefore likely to be sustained and the learning from this project incorporated into the programme.
Decision	Included in the bid as Community Sustainable Travel Champions. £340,000 for revenue was requested from LSTF and the Local Contribution of £45,000 is for 1 year only.

Requirement	Details
Scheme Name	Data collection engine, reporting & analysis
Proposer	SCC (Sustainable Travel Cities Bid)
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Central data collection focus.
Where it will be Implemented	South Yorkshire
Who will be Affected	All new and existing public transport and active travel users.
Economic Benefits	No detail provided
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	No detail provided
Decision	Was raised as a good concept and was originally included in the Sustainable Travel Cities bid, however no specific proposal was included in this bid.

Requirement	Details
Scheme Name	Strategic Marketing Campaign
Proposer	Alison Gray
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£3,000,000
Local Contribution £	£3,240,000
What it Includes	Details need to be fleshed out once wider components are known. This would be an umbrella proposals related to all activities and could include elements of web design, poster campaigns, social marketing etc.
Where it will be Implemented	These campaigns and resources will be targeted to deliver behaviour change messages and interventions in organisations, communities and stakeholders throughout the SCR.
Who will be Affected	This proposal would take a holistic approach to target all areas and audiences as identified in our LTSF bid. SYPTE will lead social marketing activities with on-going support from SCR Behaviour Change Network.
Economic Benefits	An economic appraisal of the TravelSmart Marketing Campaign produced a BCR of 7.6:1 meaning every £1 spent saves £7.60 (source TravelSmart Review). Substantial employment and population growth appeared in the sustainable travel towns (source: STT summary doc).
The Carbon Benefits	Behaviour change/social marketing type campaigns can decrease car travel by between 740km and 1,44km per household per year (source: TravelSmarter Review). There was a combined saving of 17,510 tonnes of carbon dioxide per annum in 2008 across all three sustainable travel towns (source: STT summary report).
Financial Case and Risk Sharing	That this is not the role that will be required of SYPTE in the future, and that it might be determined that this aspect is managed elsewhere.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policy T is met
Management Case and Deliverability	All marketing and communication activities would build on the ongoing work by the PTE and district partners. The LSTF element would be managed centrally through our central Travel Culture Change Unit and delivered by the PTE marketing team with support from the local districts.
Commercial Case and Exit Strategy	The campaign results should drive refinements to the messages, choice of communication channels and those consumers most likely to take action as a result of seeing a campaign.
Decision	This proposal should be used as the promotional tool, which will be central to the success and delivery of all cultural change proposals. On this basis, the proposal was included. The proposal also has detailed cost information and a number of delivery partners, which reduces the financial risk for all. The proposal costs were revised to £3,560,000 (including 105,000 for central behaviour change coordinator) was requested from LSTF (revenue) and £3,420,000 in match funding.

Requirement	Details
Scheme Name	Young Pedestrian Promotional Campaign
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Included as part of 'Work with children and young people and other vulnerable groups' package above. A promotional campaign to reduce the number of young people being injured on the roads as a result of the misuse of drugs and alcohol. To include driver and pedestrian campaign work.
Where it will be Implemented	This activity will take place in 'high casualty areas'.
Who will be Affected	To deliver Child Pedestrian training to 8,000 children across SY.
Economic Benefits	Some injuries are such that a child may require permanent care, resulting in a family member being taken out of the work situation. Child accident casualties can have far reaching consequences for others involved in the collision; the driver who injures a child can suffer long term emotional trauma resulting in them being out of the work situation on possibly a permanent basis. "The economic welfare costs are estimated at around £16 billion a year, while insurance payouts for motoring claims alone are now over £12 billion a year." Philip Hammond, 2011.
The Carbon Benefits	Supports business by reducing congestion as less people will be clogging up the roads on the school run. Therefore reducing carbon emissions in the rush hour.
Financial Case and Risk Sharing	Problems getting all schools, colleges or training agencies to take input. One road safety officer to deliver South Yorkshire wide limits the amount of young people we can target.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies W,X,Y,Z are met
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Once relationships are established in local schools, colleges and youth training clubs and well researched and evaluated age appropriate resources are finalised, this initiative can be sustained using road safety, fire, police or NHS officers to deliver it.
Decision	The proposal fulfils the carbon reduction goals for LSTF and works to instil a legacy of using active modes from a young age. The costs were defined as £560,000 and funding partners established: £386,000 from the Local Authorities Safer Roads Budgets. The proposal was included through the Travel 4Life.

Requirement	Details
Scheme Name	Communications and commissioning function
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Developing a communications and commissioning function which can deliver economies of scale, best practice and secure private sponsorship for behavioural change activities which encourage sustainable and safer travel choices.
Where it will be Implemented	These campaigns and resources will be targeted to deliver behaviour change messages and interventions in organisations, communities and stakeholders throughout the SCR.
Who will be Affected	This proposal would take a holistic approach to target all areas and audiences as identified in our LTSF bid. SYPTE will lead social marketing activities with on-going support from SCR Behaviour Change Network.
Economic Benefits	An economic appraisal of the TravelSmart Marketing Campaign produced a BCR of 7.6:1 meaning every £1 spents saves £7.60 (source TravelSmart Review). Substantial employment and population growth appeared in the sustainable travel towns (source: STT summary doc).
The Carbon Benefits	Behaviour change/social marketing type campaigns can decrease car travel by between 740km and 1,44km per household per year (source: TravelSmarter Review). There was a combined saving of 17,510 tonnes of carbon dioxide per annum in 2008 across all three sustainable travel towns (source: STT summary report).
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policy T is met
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	The campaign results should drive refinements to the messages, choice of communication channels and that consumer most likely to take action as a result of seeing a campaign.
Decision	The proposal has been included in the bid as part of the Strategic Marketing and Communications proposal.

Requirement	Details
Scheme Name	'Travel for local offers' proposal
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Not yet established, but will include officer time and the predicted equivalent value of offers made by businesses.
What it Includes	Via a website, residents/commuters travelling sustainably through a particular area could gain points towards receiving discounts and two-for-ones at shops etc in that area.
Where it will be Implemented	This activity would be focused in the employment areas identified in the bid and Hot Spots with numerous local businesses/shops.
Who will be Affected	Residents currently or intending to travel sustainably.
Economic Benefits	Local businesses will benefit from increased custom because we will be encouraging participants to take advantage of discounts etc there and generally raising awareness of them.
The Carbon Benefits	Modal shift from rewarding travel change will equate to carbon savings. We will be able to calculate this by measuring journey distance travelled.
Financial Case and Risk Sharing	Confusion of brands – need unity with the brand for the wider programme Not having areas in South Yorkshire that have enough businesses that people would want to frequent.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T are met
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency the LSTF element would be managed centrally through our central Travel Culture Change Unit. We will go out to tender for delivery of this project.
Commercial Case and Exit Strategy	Once established this will become cheaper to run – e.g. established relationships with businesses, lessons learnt, established awareness.
Decision	The proposal meets the LSTF goals, it generates economic growth by encouraging travellers to spend money in local businesses and equally travelling by public transport they reduce their carbon production. The costs and funding partners were defined and £440,000 revenue was requested from LSTF and £215,000 of match funding was sought. This proposal was included in the bid as part of the Community Solutions Scheme.

Requirement	Details
Scheme Name	TSY Website Journey Planner
Proposer	Alison Gray
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Investment in the online tools to bring walking and cycling into the journey planning system and include links to the mobile phone service.
Where it will be Implemented	Online: accessible to all and promoted in South Yorkshire primarily.
Who will be Affected	Commuters and visitors to South Yorkshire.
Economic Benefits	No detail provided
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	Insufficient resources would be available to manage the implementation within SYPTE to deliver on time.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policy T is met.
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	It will be a function that would be retained and updated on the website for longer than the bid funding period.
Decision	Excluded. There is no evidence to suggest that the proposal will produce measurable economic benefits or reductions in carbon. Whilst the aim is to improve access to sustainable modes there is no evidence to suggest that it will generate change. The proposal costs are also not defined.

Requirement	Details
Scheme Name	Travel behaviour change coordinator
Proposer	No detail provided
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Travel Behaviour Change Coordinator to deliver economies of scale, best practice and secure private sponsorship for behavioural change activities which encourage sustainable and safer travel choices. This position would help to coordinate the South Yorkshire Travel Behaviour Change Unit that manages the LSTF (and wider LTP3) travel behaviour change activities.
Where it will be Implemented	These campaigns and resources will be targeted to deliver behaviour change messages and interventions in organisations, communities and stakeholders throughout the SCR
Who will be Affected	This proposal would take a holistic approach to target all areas and audiences as identified in our LTSF bid. SYPTE will lead social marketing activities with on-going support from SCR Behaviour Change Network.
Economic Benefits	An economic appraisal of the TravelSmart Marketing Campaign produced a BCR of 7.6:1 meaning every £1 spent saves £7.60 (source TravelSmart Review). Substantial employment and population growth appeared in the sustainable travel towns (source: STT summary doc).
The Carbon Benefits	Behaviour change/social marketing type campaigns can decrease car travel by between 740km and 1,44km per household per year (source: TravelSmarter Review). There was a combined saving of 17,510 tonnes of carbon dioxide per annum in 2008 across all three sustainable travel towns (source: STT summary report)
Financial Case and Risk Sharing	The main risks with this initiative would focus around the availability of staff in all partners organisations to assist and jointly promote travel behaviour change messages
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies W,X,Y,Z, F,G,L, S, V are met.
Management Case and Deliverability	Travel planning and Smarter Choices activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit. This role would be managed by the central Smarter Choices Coordinator and would have a responsibility for managing relationships within the Travel Culture Change Network/Unit.
Commercial Case and Exit Strategy	This activity will change the working practices as discussed above by creating new efficient ways of working. This will develop over the next four years and the legacy will be a stronger partnership that communicates LSTF type activity in an effective manner. It will also increase the range of campaign ideas and materials that can be re-used, effectively building up an online resource library for future work.
Decision	The proposal was included within the Targeted Marketing and Communication Proposal as Travel Behaviour Change Coordinator and the first year has been included in the Key Component and the final years are included in the Strategic Marketing proposal in the Initial Proposal Bid. The final cost is £105,000.

Requirement	Details
Scheme Name	South Yorkshire Travel Awareness Programme
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	South Yorkshire Travel Awareness Programme: including Umbrella Marketing and promotional campaign, Enhance the Travel South Yorkshire website, Car Share South Yorkshire (CSSY) promotional campaign, Car Club promotional campaign, Walkit promotional campaign, Smarter Choices ambassadors.
Where it will be Implemented	South Yorkshire
Who will be Affected	Particular focus on "nudging" motorists which will be identified through collaboration with employers. The proposal includes work with the employers to ensure that potential benefits in terms of work performance are fully explored and recognised.
Economic Benefits	Workplace travel planning can reduce car commute km by up to 20%. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	It has been estimated that each person who successfully accepted travel training advice has saved on average 183 kgs of carbon a year. Social marketing activities can reduce car travel by between 740km and 1,44km per household per year and reduce carbon emissions by 17,510 tonnes per annum.
Financial Case and Risk Sharing	Not appointing the extra marketing officer in time. Watered down branding as different partners insist on their own presence – Travel South Yorkshire and Sheffield is my Planet could especially conflict. Using the wrong media, messages. Not putting aside time and resources to monitor effectiveness. Expecting to achieve modal shift directly from this campaign exclusive of other initiatives in the wider programme.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policy T is met.
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	We will be left with the asset of an improved Travel South Yorkshire website. By achieving brand recognition we can continue using the marketing materials but at a lower level of activity. Higher membership of car share and car club proposals will provide critical masses for those proposals to continue at greater strength beyond the four year period. We will continue to recruit Smarter Choices ambassadors and top up existing ones with resources.
Decision	The ideas included in this package have been disseminated into other proposals.

Requirement	Details
Scheme Name	Bus IT South Yorkshire
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£427,000
Local Contribution £	Partner contribution is £302,500 (SYPTE/SCC staff time and Workplace Travel Plan Coordinator).
What it Includes	Free trials of bus travel for car driving employees alongside ongoing support, advice and monitoring. A proposal carried out via employers with travel plans in the county.
Where it will be Implemented	South Yorkshire: Key employment centres, primarily in our priority areas, e.g. Upper Don, Lower Don, Blackburn Valley and Town Centres.
Who will be Affected	Particular focus on "nudging" motorists which will be identified through collaboration with employers. The proposal includes work with the employers to ensure that potential benefits in terms of work performance are fully explored and recognised.
Economic Benefits	Workplace travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	A million trips shifting to bus will save almost 12,000 tonnes of carbon.
Financial Case and Risk Sharing	A number of partners are involved, each taking a share of the financial risk.
Strategic Case and Fit to LTP3 Objectives	Very strong LTP3 fit.
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit. A trial of the Bus Boost proposal was also carried out in Sheffield, and 35% of the participants said they would change from car to public transport for all or part of their weekly commute22.
Commercial Case and Exit Strategy	The admin cost and organisation are covered by participating organisations.
Decision	The proposal fulfils the objectives of LSTF for both economic growth and carbon reduction. The proposal has been included in the bid as part of a package of Workplace Travel Solutions. The proposal has been included in the bid as BusBoost.

Requirement	Details
Scheme Name	BikeBoost South Yorkshire
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£780,000
Local Contribution £	Subject to agreement - Get Cycling have provided match funding in the past
What it Includes	BikeBoost uses social marketing techniques and personal travel planning to recruit employees onto a one month bike loan proposal. Through the loan of a bike and accessories, route planning, access to cycle training, peer support and an interactive website, we encourage people to make behaviour changes towards active travel. 70% of participants on the proposal continue cycling to work more than once a week, boosting numbers of regular cyclists in the SCR and creating long term economic gains in the region.
Where it will be Implemented	South Yorkshire: Key employment centres, primarily in our priority areas, e.g. Upper Don, Lower Don, Blackburn Valley and Town Centres.
Who will be Affected	3000 participants on the proposal, at least 60 employers, 40% increase in cycling to work across the region 15% increase in cycling to work across the region. Particular focus on "nudging" motorists which will be identified through collaboration with employers. The proposal includes work with the employers to ensure that potential benefits in terms of work performance are fully explored and recognised.
Economic Benefits	The proposed cost of the proposal per participant is £250. Research by SQW for Cycling England states savings to the economy of each regular cyclist is £590 per annum. In year one of BikeBoost South Yorkshire, we envisage 550 new commuting cyclists, creating a cost saving of £187,000 to the regions' economy in one year. Evidence from BikeBoost's first year in Sheffield shows that the proposal is creating new, happier, healthier, and more confident cyclists. We are confident we will meet our ambitious target of attracting 800 participants over 2 years and that 600 of these participants will become long term regular commuting cyclists.
The Carbon Benefits	The impact of other car users shifting to cycling is additional to this; the Bike Boost proposal alone has shown to save 7,500 tonnes of carbon per annum.
Financial Case and Risk Sharing	Risks to delivery of the project include poor cycling infrastructure improvements. Poor cycle access in the region outside urban centres is perceived as hazards, as are poor road surface qualities, posing potential danger to cyclists. We would therefore deliver the project with careful consideration to existing and planned developments of cycle routes. Another risk is the potential for accident or casualty of cycle users. This would badly damage the perception of the safety of the transport mode. We therefore seek to run the proposal in partnership with Pedal Ready, the local cycle training provider.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G H L S T V W are met.
Management Case and Deliverability	BikeBoost is a fully supported behaviour change programme which increases numbers of regularly commuting cyclists in urban areas. BikeBoost is currently entering its 2nd year of operation in Sheffield, and is on target to create 600 new commuting cyclists in the city by December 2011.

Requirement	Details
Commercial Case and Exit Strategy	Monitoring of Get Cycling's commuter support programmes give ample evidence that mode shifts to cycling are long term. By working with employers we can encourage further interventions and support funded by workplaces to encourage cycling (such as cyclists breakfasts, bike doctors etc). By offering proposal incentives to purchase bikes, we find participants make a long-term commitment, having been encouraged to make a financial commitment to cycling. The project will also be developed alongside cycling infrastructure improvements which will further develop a regional shift towards cycling to work. We envisage that major developments through the STF will contribute to a snowball effect and normalisation of cycling as a mode of transport in South Yorkshire. The admin cost and organisation are covered by participating organisations and by a private sector partner, Pedal Ready Ltd.
Decision	Included in Workplace Travel Solutions as Workplace Travel Plan Coordination. The costs were refined to be £550,000 LSTF revenue and a local contribution of £420,000.

Requirement	Details
Scheme Name	Walk Boost
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£350,000
Local Contribution £	Not established, but will include officer time and the predicted equivalent value of offers made by businesses.
What it Includes	Support people to walk more for A to B journeys.
Where it will be Implemented	Sheffield: Key employment centres, primarily in our priority areas, e.g. Upper Don, Lower Don, Blackburn Valley and City Centre.
Who will be Affected	Particular focus on "nudging" motorists which will be identified through collaboration with employers. The proposal includes work with the employers to ensure that potential benefits in terms of work performance are fully explored and recognised.
Economic Benefits	Workplace travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	Car trips in the 2 to 5 mile category contributing 40% of these emissions.
Financial Case and Risk Sharing	Walking is hard to incentivise and so will rely on the people skills of the providers
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T are met.
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	No detail provided
Decision	The proposal fulfils the goals of LSTF. The proposal has been included as part of a package of Workplace Travel Solutions. The costs were refined as £1,000,000 LSTF revenue and £460,000 match funding.

Requirement	Details
Scheme Name	Dr Bike
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£120,000
Local Contribution £	Pedal Ready in kind support with admin and organisation
What it Includes	City Wide bike safety checks at key locations/workplaces – expanding the existing service into the wider community and covering a greater number of workplaces per annum.
Where it will be Implemented	Sheffield: Key employment centres, primarily in our priority areas, e.g. Upper Don, Lower Don, Blackburn Valley, City Centre.
Who will be Affected	Particular focus on "nudging" motorists which will be identified through collaboration with employers. The proposal includes work with the employers to ensure that potential benefits in terms of work performance are fully explored and recognised.
Economic Benefits	Workplace travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum. the Dr Bike component alone (cycle service and support at the workplace) has already attracted 2,300 users at 18 different workplaces, and the Bike Boost component has already achieved a shift of 300 car drivers to cycling.
The Carbon Benefits	50 businesses with 10 car commuters in each shifting to cycling will save 12,000 tonnes of carbon by 2015.
Financial Case and Risk Sharing	Elements of the proposal are financially supported by private and public partners including Get Cycling, local bike shops, SYPTE, local authorities, and the businesses participating in it. This not only covers part of the cost but also creates commitment and reduces risk. A risk is lack of interest from organisation to provide time and space for the service to operate.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, W are met.
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	The admin cost and organisation are covered by participating organisations and by a private sector partner, Pedal Ready Ltd. We would also look to each organisation that benefits from the bike doc to part or fully fund the service.
Decision	The proposal meets the LSTF goals, because it is aimed primarily at workplaces so focuses on getting car drivers to use active modes. There is evidence to show that increasing cycling through incentive proposals such as these will increase economic growth and reduce carbon production. The proposal has been included in the bid as part of a package of Workplace Travel Solutions. The costs were refined and £50,000 revenue has been requested from LSTF and £10,000 has been provided as a local contribution.

Requirement	Details
Scheme Name	Cycle Training
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£386,000
Local Contribution £	Partner contribution is £148,600 (SCC = £120,000. Certified Bikeability provider = £386,000. Cycling Champion = £25,600 plus 'in-kind' value of bike loans = £3,000. (72%)
What it Includes	Adult/group and family cycle training, including Learn-to-ride sessions, Bike IT Officers, School Cycling Competition, Bike Mend Proposal. This is in addition to Level 2 Bikeability now taught in schools.
Where it will be Implemented	South Yorkshire
Who will be Affected	10,000 people taught to ride and trained to Bikeability level 2 and level 3 (2,500 people per year)A further 50 full- and part-time jobs in cycle training across South Yorkshire (in addition to the circa 35 currently employed in cycle training in Sheffield).
Economic Benefits	Sheffield City Council in conjunction with Pedal Ready (the service provider) has been offering free one-to-one cycle training for five years (it was launched in Bike Week 2005). This has now resulted in 1000 people undertaking cycle training to the new national 'Bikeability' standard (see evaluations in Appendix A & B). We calculate that the training has achieved a benefit to cost ratio of 2.78 to 1. The following explains how this has been derived. The following data and calculations are based on a follow-up survey of 50 (5%) of those trained so far and the SQW report "Valuing the Benefits of Cycling" http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2008/08/valuing-the-benefits-of-cycling-full.pdf Before training over half the people (58%) cycled less than once a week (below the SQW threshold for regular cyclist), whereas after training around 50% of people now cycle nearly every day, so come well within the SQW criteria of making 3 cycling trips a week. We estimate that about two thirds will meet the SQW threshold who didn't meet it before undertaking the training (the amount of additional cycling as a result of providing cycle training is impossible to calculate accurately, but we have sufficient data to make a robust estimate).All are making trips in urban areas. Some 33% have given up car trips and now use bike instead (putting us just to the left of the vertical centre line in the table. The majority of trainees were under 45 (putting us just below the horizontal centre line). So we calculate the value of each additional trainee who now cycles at least 3 times a week as a result of undertaking cycle training at around £186. That's £186 times 660 equals £122,760. The cost of providing the training was £45,000, so we calculate the benefit to cost ratio to be 2.78 to 1. However, as the SQW report highlights, "these estimates show only part of the picture. There is no allowance for reductions in obesity, and health benefits are limited to reductions in premature deaths. There is no value for children cycling, or for the many other social benefits that would result from more cycling. Given the potentially very significant unquantifiable benefits, it is important that the values outlined in this study are treated conservatively when used to appraise or evaluate cycling projects."
The Carbon Benefits	50 businesses with 10 car commuters in each shifting to cycling will save 12,000 tonnes of carbon by 2015.

Requirement	Details
Financial Case and Risk Sharing	Inadequate marketing leading to lower than target uptake of the offer. Elements of the proposal are financially supported by private and public partners including Get Cycling, local bike shops, SYPTE, local authorities, and the businesses participating in it. This not only covers part of the cost but also creates commitment and reduces risk.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, W, Y, G, L are met
Management Case and Deliverability	Our experience working closely with our cycle training service providers has proved to be very effective. Their ideal position, working directly with the public, means that they can develop and evolve new and innovative services to encourage and improve safe cycling standards. They act responsively to public demand, direct enquiries and monitoring and evaluation of their services. Their programme of training is therefore user-defined or lead. Regular meetings to track progress, 'sound' new ideas and share additional information (safety statistics, complementary initiatives etc) allow a consensus shaping of the training taking place. It is envisaged that all partners should be involved in these meetings, creating an open and free flowing information share and delivery methods suitable for each town/city.
Commercial Case and Exit Strategy	Post-participation survey giving evidence of outcomes
Decision	In principle this proposal fulfils the LSTF goals due to the emphasis on promoting active modes and instilling a legacy by focussing this primarily at young people. The proposal has been included as part of the Workplace Travel Solutions. The costs have been refined with £120,000 being provided by LTP and £150,000 revenue requested from LSTF.

4.PUBLIC TRANSPORT

4.1. INTRODUCTION

The Public Transport Delivery Set works to improve both peoples connectivity to jobs and training as well as encouraging car users to use public transport, hence reducing congestion and improving reliability.

Each of the proposals presented below were submitted for Public Transport. At the bottom of each proposal is the decision that was made as to whether the scheme was excluded or included in the bid. In each case the reason behind this decision has also been provided.

Requirement	Details
Scheme Name	Penistone Line Rail Improvements
Proposer	BMBC
LSTF Capital Cost Requested £	£10,000,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	£0
What it Includes	Infrastructure, Park and Ride, service enhancement
Where it will be Implemented	Barnsley
Who will be Affected	Commuters and visitor to Barnsley district
Economic Benefits	No detail provided
The Carbon Benefits	Encouraging commuters to travel by rail rather than car will reduce carbon emissions.
Financial Case and Risk Sharing	Ongoing revenue risk to partners if patronage does not increase sufficiently to justify the franchise holder taking the new services into the franchise. Delivery timescales fitting into Network Rail programmes.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, F, G, I, K, N, P, S, T, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	It is anticipated that the improved frequency and promotion work will increase patronage sufficiently to allow Northern Rail to take the additional services into their franchise on a commercial basis.
Decision	Excluded. LSTF is not for major rail projects.

Requirement	Details
Scheme Name	Bus service serving the Tesco Park and Ride site at Stairfoot
Proposer	BMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£298,000
Local Contribution £	SYPTE – £64,050 Barnsley MBC - £64,050
What it Includes	Kick start funding for a bus service serving the Tesco Park and Ride site at Stairfoot.
Where it will be Implemented	Barnsley
Who will be Affected	Bus commuters and those entering jobs and training in Barnsley
Economic Benefits	No detail provided
The Carbon Benefits	Environmental benefits from the reduction in the number of journeys made by car or on under-utilised buses. Domestic transport accounts for 21% of the United Kingdom's total CO2 emissions, and more than half of these are from the private car. Car trips of less than 10 miles account for 40% of the UK's domestic carbon emissions, with trips in the 2 to 5 mile category contributing 40% of these emissions. ('Creating Growth, Cutting Carbon: Making Local Sustainable Transport Happen' - DfT, Jan 2011). The proposal aims to reduce the number of single-occupancy car journeys. It will also target Microbus provision at times when passengers need to travel rather than running at times without client demand and will therefore create environmental savings.
Financial Case and Risk Sharing	The proposal has competent and well defined funding partners.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policy F is met.
Management Case and Deliverability	The proposal builds on SYPTE's experience of delivering similar proposals.
Commercial Case and Exit Strategy	If passenger up take is sufficient then it may be possible for stagecoach to make the service commercially viable once LSTF funding has expired. Feasibility tests were carried out in mid 2010 by stagecoach and there were issues over time and timetable disruptions. Therefore engineering works may be needed to improve commercial viability of a bus service serving the park & ride site.
Decision	The proposal has been excluded from the bid. The park and ride site currently is not in use as Stagecoach considers the additional journey time needed to access and egress the site would be a disbenefit to its services. Unless this issue can be resolved it is felt that services would not be sustainable without additional infrastructure.

Requirement	Details
Scheme Name	Tram feeder - Malin Bridge - Highway Improvements
Proposer	PTE
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Providing a long term/permanent terminus arrangement for the newly instituted tram-feeder bus service linking Stannington and Malin Bridge tram stop. The work will include feasibility, detailed design and construction of any amendments to the highway to provide the appropriate layout. This proposal is to improve connectivity between bus and tram. The existing bus stop for the tram feeder service is currently blocking other traffic, including other bus services.
Where it will be Implemented	Sheffield
Who will be Affected	Public transport users
Economic Benefits	Tram feeder bus services offer economically efficient means of extending the reach of the tram network, and a considerable improvement on any bus services running past the tram stop, in terms of dedicated service (including the benefits from distinct branding and livery), scheduling and through-ticketing. The physical highway works will allow easy interchange between modes helping to provide the sort of joined up efficient multi modal transport network envisaged by the Transport Strategy. The venture also represents very good working partnerships between public and private sectors, and considerable financial risk undertaken by commercial operators on new routes that are relatively unproven. Continued success of these services goes towards building the case for more services across the city.
The Carbon Benefits	Improving the attractiveness and catchment of our tram services will result in 3% passenger growth, and approximately 1,000 tonnes of carbon savings.
Financial Case and Risk Sharing	Political risks from residents (e.g. loss of parking) although the current service is the source of complaint from Councillors and residents so it is likely that any proposal that reduces or removes the issues will be supported.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies H, K, L, N, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Stagecoach are willing to consider a commitment to the operation of the service for e.g. 3 years (in line with Middlewood proposal) if not longer - this is to be confirmed prior to final bid submission (to allow further time to assess the success/sustainability of the service)
Decision	The tram feeder meets the economic and carbon reduction goals of LSTF. Stagecoach are involved with delivering the proposal. This proposal was included as part of a package Get on the Tram and £1,215,000 was requested in capital from LSTF and £135,000 in revenue for the whole Get on the Tram Proposal. Stagecoach are providing £579,750 in match funding.

Requirement	Details
Scheme Name	Green Bus Key Route
Proposer	PTE
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Investment in greener buses across the network in South Yorkshire, in partnership with bus operators. The aim would be to identify areas where frequencies, engine types and routes are best targeted for investment in green bus technology across the county, and linked to operators' investment strategy for fleet replacement, provide funding for upgrading proposed new vehicles to hybrid or other technology-driven vehicles. It is likely that this would centre either on a trial on the Key Route network where buses all affect SY city/town centres and frequencies are high enough for the service to significantly impact on air quality or upgrading the current vehicles on the current Freebee services to hybrid versions, which are within the PTE's specification and affect city centres significantly by their constant running within the centres.
Where it will be Implemented	It is likely that this would centre either on a trial on the Key Route network where buses all affect SY city/town centres and frequencies are high enough for the service to significantly impact on air quality or upgrading the current vehicles on the current Freebee services to hybrid versions, which are within the PTE's specification and affect city centres significantly by their constant running within the centres.
Who will be Affected	Bus commuters.
Economic Benefits	Demonstrations by TfL have shown that hybrid buses can reduce CO emissions by up to 30%, particulates by 33% and NOx by 12% and fuel consumption by 30%. Although the business case would need to be worked on (along with the scope of the project) it is believed that a good business case could be produced for the investment based on savings to operators in fuel costs, emissions.
The Carbon Benefits	Hybrid buses are at the forefront of efforts across the UK to improve CO2 emissions and local air quality (GMPTE and TfL are procuring hybrid buses for introduction into their fleets to combat these issues). Demonstrations by TfL have shown that hybrid buses can reduce CO emissions by up to 30%, particulates by 33% and NOx by 12% and fuel consumption by 30%.
Financial Case and Risk Sharing	Scope Procurement – tendering for services etc Agreeing ownership of assets Operator willingness to be involved.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies R, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The life-skills gained and, potentially, habits formed will have lasting benefits in terms of health and mode choice. Taken with other measures put forward for LST funding this initiative will contribute to a lasting travel culture shift.
Decision	Excluded. The other tram feeder service provided a stronger financial case for being included in the bid.

Requirement	Details
Scheme Name	Bus Hotspots
Proposer	PTE
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	A programme of interventions in each of the South Yorkshire districts to address locations where buses are regularly delayed, either due to the physical design of the highway or due to other factors, including indiscriminate parking and general congestion. The hotspots result in unreliable journey times, poor punctuality, falling satisfaction and ultimately a reduction in patronage.
Where it will be Implemented	South Yorkshire
Who will be Affected	Bus commuters, will benefit from reduced journey time and improved punctuality. Bus travel will attract new customers with economic and environmental benefits.
Economic Benefits	Improved bus offer will increase patronage and can lead to up to 1.4million fewer car trips each year. The reduction in car trips can grow to 5 million by 2015.
The Carbon Benefits	Replacing 5 million car trips with bus trips can reduce carbon emission by 95,000 tonnes over the LSTF period.
Financial Case and Risk Sharing	The proposal is part of a broader package of improvements, delivered with significant funding from our LTP budget, local authorities, Stagecoach, Greenbus, ERDF and the Coalfield Regeneration Trust (see Figure 5). This creates commitment for delivery and reduces risk. Risks include political approval and public consultation.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies B, F, K, L, N are met.
Management Case and Deliverability	The interventions are developed in partnership with operators and the districts and in consultation with members of the public. They are often relatively affordable. Proposals for potential proposals come in the main from passengers and bus drivers, who have a unique knowledge of some of the smaller localised problems not made obvious by congestion levels etc. This would build on an ongoing programme across South Yorkshire, with management and delivery arrangements already in place by SYPTE.
Commercial Case and Exit Strategy	All traffic management solutions and realignment are permanent and therefore sustainable beyond the life of STF. Enforcement activity is slightly different although evidence shows that sustained enforcement for a period has a long term effect in ensuring that people abide by parking restrictions etc. The proposal is delivered in partnership with the bus operators. A 5-minute journey time saving for existing 7 million passengers will enhance their business offer and attract new customers.600,000 working hours saved annually would benefit local businesses.

Requirement	Details
Decision	This proposal meets the LSTF goals, both for economic growth and carbon reduction. The proposal has been included as part of the Bus Key Routes package to improve key parts of the bus network. £5,545,564 was requested in capital from LSTF and £616,174 was requested in revenue for the proposal Bus Key Routes. A match funding of £10,446,997 was provided in match funding.

Requirement	Details
Scheme Name	South Yorkshire Key Route Package (prioritised)
Proposer	PTE
LSTF Capital Cost Requested £	£4,462,230
LSTF Revenue Cost Requested £	£0
Local Contribution £	£12,128,997
What it Includes	The Key Route improvements programme utilises an intervention based approach prioritised and delivered through a combination of traffic modelling and consultation with residents and bus operators. The interventions are based around improving bus journey time punctuality and public transport accessibility designed to encourage modal shift.
Where it will be Implemented	Corridors served by high-frequency bus routes for example: Rotherham to Thrybergh, Rotherham to Maltby and Sheffield To Woodhouse.
Who will be Affected	Bus commuters, will benefit from reduced journey time and improved punctuality. Bus travel will attract new customers with economic and environmental benefits.
Economic Benefits	CR of different elements of this proposal goes as high as 25 based on a detailed appraisal, due to improved connectivity, travel time and reliability. Current patronage on the 3 key routes listed is approximately 7 million per year. A 5-minute time saving for each will save 600,000 commuting and business hours annually. 600,000 working hours saved annually would benefit local businesses.
The Carbon Benefits	Stagecoach is seeking to provide new hybrid buses to operate on the routes that will be improved. This will further reduce carbon emissions. Replacing 5 million car trips with bus trips can reduce carbon emission by 95,000 tonnes over the LSTF period.
Financial Case and Risk Sharing	Main risks include political and public support when considering new traffic regulation orders. This can be mitigated through appropriate public consultation at an early stage. High level political support indicated through approval of Transport Strategy. The proposal is part of a broader package of improvements, delivered with significant funding from our LTP budget, local authorities, Stagecoach, Greenbus, ERDF and the Coalfield Regeneration Trust (see Figure 5). This creates commitment for delivery and reduces risk.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies F, I, K, L, R, V are met.
Management Case and Deliverability	This would build on an ongoing programme across South Yorkshire, with management and delivery arrangements already in place by SYPTE.
Commercial Case and Exit Strategy	The primary interventions are part of the local road network and will be maintained as such. The benefits generated from the proposals are intended to ensure bus usage remains consistent or increases and generates sufficient income to allow bus operators to continue to operate commercial services. The proposal is delivered in partnership with the bus operators. A 5-minute journey time saving for existing 7 million passengers will enhance their business offer and attract new customers.

Requirement	Details
Decision	There is evidence to show that the proposal delivers both economic growth and reductions in carbon. The proposal also meets our objectives, as a number of the Key Routes fall within the priority areas. However, this is a capital heavy proposal and the costs are high overall. A capital reduced package was included focussing on the routes with the highest patronage. It was combined with the Bus Hotspots to form a package of Bus Key Route improvements. The final costs were £5,545,564 was requested in capital from LSTF and £616,174 was requested in revenue for the overall package. A match funding of £10,446,997 was provided in match funding.

Requirement	Details
Scheme Name	Rotherham Transport Interchange improvements
Proposer	PTE
LSTF Capital Cost Requested £	£3,500,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	£600,000 from dilapidations and £50,000 for energy generation and re-lamping programme.
What it Includes	Infrastructure investment and dilapidation works.
Where it will be Implemented	Rotherham Town Centre.
Who will be Affected	Users of Rotherham Transport Interchange.
Economic Benefits	No detail provided
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	The PTE and funding partners are in place to deliver the project.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G, U are met.
Management Case and Deliverability	The PTE have a proven track record in delivery infrastructure projects.
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	Excluded. Although the proposal is located in one of our priority areas, it does not directly contribute to economic growth. Does not meet the LSTF criteria for economic growth and carbon reduction.

Requirement	Details
Scheme Name	Microbus
Proposer	Sheffield Community Transport
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	£338,000
Local Contribution £	£338,000
What it Includes	to implement a strategically designed 'Microbus' network which will provide flexible, locally determined services linking to the mainstream network and which builds on existing community transport provision. A Microbus network is a more cost-effective method of replacing services to an area where commercial services are not viable or a fuller tendered service is not justified.
Where it will be Implemented	South Yorkshire: communities in our priority areas where a commercially-viable service operated need by and a small geographical gap requires filling in to address local need. Additional particular focus on local links to our new EZ.
Who will be Affected	Commuters, jobseekers and those acquiring new skills in Barnsley, the Dearne and Doncaster.
Economic Benefits	Reduction of social and economic deprivation. Partnership working with the Voluntary, Community and Social Enterprises sector and local communities can make an important contribution to local economies and to individuals' quality of life, enabling individuals' access to employment and key services, and adding value to our transport networks. ('Creating Growth, Cutting Carbon: Making Local Sustainable Transport Happen' - DfT, Jan 2011) We expect 300,000 new bus trips every year, serving either new employees or those who currently travel by car. The GVA increase for each additional employee in SCR is around £38,000. Evidence suggests that c. 400 people reject job offers per month for reasons that include transport issues or timetables not matching working hours.
The Carbon Benefits	Environmental benefits from the reduction in the number of journeys made by car or on under-utilised buses. Domestic transport accounts for 21% of the United Kingdom's total CO2 emissions, and more than half of these are from the private car. Car trips of less than 10 miles account for 40% of the UK's domestic carbon emissions, with trips in the 2 to 5 mile category contributing 40% of these emissions. ('Creating Growth, Cutting Carbon: Making Local Sustainable Transport Happen' - DfT, Jan 2011). The proposal aims to reduce the number of single-occupancy car journeys. It will also target Microbus provision at times when passengers need to travel rather than running at times without client demand and will therefore create environmental savings.
Financial Case and Risk Sharing	The microbus concept provides savings to running costs, when compared to running a standard service. It is delivered in partnership with Sheffield Community Transport who take part of the financial risk. The main risks are: failure to achieve desired passenger numbers; lack of patronage would seriously jeopardise the Microbus services as they cannot rely on fare levels to contribute to the sustainability of the project. Without promotion through local groups the network may not achieve its full potential. SYPTE's existing links and strong relationships with the local Rural Transport Forums and Parish Councils will act as a counter to this risk. The concept is in many ways an enhancement to the Door 2 Door banner which has traditionally been targeted at people who

Requirement	Details
	through age or disability are unable to access public transport. It will, therefore, be important to promote the new services effectively to ensure public acceptance and to widen the client base.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, F, K, G, N, S, T, V are met.
Management Case and Deliverability	The Microbus proposal builds on SYPTE's and SCT's experience of delivering similar proposals.
Commercial Case and Exit Strategy	We will work with partners to identify appropriate future funding sources but seek to reduce the call on external funding through setting affordable fare levels and concessions. The concept is in itself a more sustainable model than the use of funding to 'prop up' commercially non-viable full-scale mainstream transport routes.
Decision	This proposal meets both the goals of LSTF and the objectives of our bid. This proposal has been included in the bid as part of an overall Jobconnector service. The LSTF amount requested was £338,000, which was matched by Sheffield Community Transport.

Requirement	Details
Scheme Name	FreeBee Bus Service
Proposer	BMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£341,600
Local Contribution £	30% BMBC and SYPTE.
What it Includes	Free bus service within the town centre linking the transport interchange with Barnsley hospital on a 7/8 mins timetable.
Where it will be Implemented	Barnsley.
Who will be Affected	Bus commuters and visitors to Barnsley Town Centre.
Economic Benefits	Bus patronage in Barnsley is increasing against a general background of decline. The free bee will be able to take advantage of this growth and provide an additional service to further encourage take up of bus use.
The Carbon Benefits	This would be the only free bus service in Barnsley – and would be a dedicated service for the hospital. The major junction adjacent to the hospital suffers from heavy congestion, partly due to cars accessing the hospital car parks. A dedicated free and reliable service would provide another option for visitors to the hospital, reducing car dependency.
Financial Case and Risk Sharing	The freebee could take patronage from commercial operators.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies K, N are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Health Sector contributions. SYPTE/BMBC funding.
Decision	Excluded. Although the proposal has funding partners it does not meet the LSTF criteria and sustainability cannot be demonstrated with any confidence.

Requirement	Details
Scheme Name	Dore Park & Ride
Proposer	PTE
LSTF Capital Cost Requested £	£776,487
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	£1,221,806
What it Includes	Provision of 139 spaces, a new rail based park and ride next to Dore and Totley Railway Station and cycle stand.
Where it will be Implemented	Dore.
Who will be Affected	Commuters travelling to either Manchester or Sheffield
Economic Benefits	A full benefit to cost ratio case can be readily developed based on modal shift and reduction in carbon emissions due to transfer of car mileage to rail and to bus.
The Carbon Benefits	Encouraging people to use the train rather than drive and providing the facilities for effective interchanging between sustainable modes will reduce carbon production.
Financial Case and Risk Sharing	Funding Planning Permission which is mitigated by involving planning officers and considering the feedback from consultation.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, H, I, G, K, L, N, V, Z are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The proposal utilises the existing commercially operated rail services and it is envisaged that the provision of the park and ride will increase patronage and thus enable the services to continue on a commercial basis. As stated above the proposal could actually lead to improvements on the rail network increasing the frequency of visiting rail services. Operating costs for unmanned park and ride sites are generally low and can be accommodated within SYPTE revenue streams.
Decision	Excluded. This proposal is not located in one of our priority areas that we have focussed the proposals on in the bid. Other funding sources eg: Network Rail Commercial Asset Funding may be available to deliver this scheme.

Requirement	Details
Scheme Name	Green Tram Feeder
Proposer	PTE
LSTF Capital Cost Requested £	£25k-£75k per site to accommodate bus stop £90k additional cost per green bus.
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Package of improvements to allow the introduction of new tram feeder services, and improve those already in place.
Where it will be Implemented	Sheffield.
Who will be Affected	Public transport users.
Economic Benefits	Tram feeder bus services offer economically efficient means of extending the reach of the tram network, and a considerable improvement on any bus services running past the tram stop, in terms of dedicated service, scheduling and through-ticketing. The physical highway works will allow easy interchange between modes helping to provide the sort of joined up efficient multi modal transport network envisaged by the Transport Strategy. The venture also represents very good working partnerships between public and private sectors, and considerable financial risk undertaken by commercial operators on new routes that are relatively unproven. Continued success of these services goes towards building the case for more services across the city.
The Carbon Benefits	Improving the attractiveness and catchment of our tram services will result in 3% passenger growth, and approximately 1,000 tonnes of carbon savings. Hybrid buses are at the forefront of efforts across the UK to improve CO2 emissions and local air quality. Demonstrations by TfL have shown that hybrid buses can reduce CO emissions by up to 30%, particulates by 33% and NOx by 12% and fuel consumption by 30%.
Financial Case and Risk Sharing	Scope Business Case Feasibility (e.g. highways layout constraints).
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies K, N, R, V are met.
Management Case and Deliverability	The proposal builds on SYPTE's experience of delivering similar proposals.
Commercial Case and Exit Strategy	Stagecoach may be willing to consider a commitment to the operation of the service for e.g. 3 years (in line with Middlewood proposal) if not longer - this is to be confirmed prior to final bid submission.
Decision	Excluded. A Major Proposal Business Case has been submitted for additional tram vehicles. The justification for this is focussed on the lack of capacity on the tram network. Therefore, it is difficult to justify additional bus services, which encourage use of the tram at this point. However, it has been noted in the bid that should the additional vehicles be secured, tram feeder services could be introduced during the final year of the bid.

Requirement	Details
Scheme Name	Doncaster park and rides
Proposer	PTE
LSTF Capital Cost Requested £	Scenarios presented, links to ERDF
LSTF Revenue Cost Requested £	Scenarios presented, links to ERDF
Local Contribution £	Scenarios presented, links to ERDF
What it Includes	Doncaster park and rides :- construction of two park and ride sites serving Doncaster town centre and the Doncaster Royal Infirmary.
Where it will be Implemented	Doncaster.
Who will be Affected	Commuters and visitors entering Doncaster.
Economic Benefits	Transport modelling based on indicative build and operating costs has indicated a BCR of 1.1. Further work is ongoing to improve this BCR as there are known reductions that can be applied to the operating cost which are a major factor in the BCR calculation.
The Carbon Benefits	CO2 emissions / other emissions – transfer from car to environmentally friendly bus.
Financial Case and Risk Sharing	The proposal currently relies on developer contributions through Section 106 agreements. Negotiations are currently ongoing with respect to the First Point site and an offer of build and bus service has been made from the developer. This needs to be secured. There is a risk that a similar deal cannot be struck with developers at the Edenthorpe end or with the NHS for provision of services. The timing of the developments remains a risk – to release the contributions. The demand modelling has been calibrated against the existing Doncaster park and ride sites rather than preference surveys so projected patronages are expected to be reasonable accurate.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies F, G, K, L, N, T, U, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Modelling indicates that the income generated from the operation of the park and ride services is sufficient to cover operating costs after a period of five years (to be confirmed in next iteration of sensitivity tests).
Decision	Excluded. The political support for this scheme was unclear at this stage.

Requirement	Details
Scheme Name	South Yorkshire bus shelter lighting improvements.
Proposer	PTE
LSTF Capital Cost Requested £	£413,468
LSTF Revenue Cost Requested £	£0
Local Contribution £	SYPTE £50,000 every year for 4 years and LSTF £103,367 every year for 4 years.
What it Includes	Upgrading the lighting provision in bus shelters across South Yorkshire and reducing the SYPTE carbon footprint.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Bus users, especially those using services outside of peak or daylight hours.
Economic Benefits	No detail provided
The Carbon Benefits	CO2 emissions – total saving of 941tonnes of CO2 per annum.
Financial Case and Risk Sharing	Main risks include development of fixing suited for SA shelter, funding and availability of resource to deliver.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies H, U are met.
Management Case and Deliverability	The PTE have a proven track record in delivering such projects.
Commercial Case and Exit Strategy	LED lighting will last beyond the life expectancy of the shelters.
Decision	Excluded. Although the proposal can demonstrate a reduction in carbon, there is little economic benefit from the proposal. Therefore, the proposal does not meet the LSTF goals.

Requirement	Details
Scheme Name	Elsecar Station
Proposer	PTE
LSTF Capital Cost Requested £	£600,000
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	£700,000
What it Includes	Provision of 90 space park and ride facility at Elsecar Railway Station Provision of DDA compliant pedestrian access ramp to Barnsley bound platform.
Where it will be Implemented	Elsecar station, where there is strong potential for regeneration, interest from developers and community support.
Who will be Affected	Commuters in the rural areas around Elsecar. If access to the Elsecar station is made more convenient, the area would be fit for easy travel to Sheffield, Barnsley or Leeds, and a range of other destinations through one simple transfer.
Economic Benefits	Deprivation - proposal designed to regenerate area of Elsecar – number of new houses in area A full benefit to cost ratio case can be readily developed based on modal shift and reduction in carbon emissions due to transfer of car mileage to rail. The further economic benefits can be generated from the proposed linked housing development creating both temporary jobs in construction and local regeneration of the area associated with the demands from the new housing. The proposal is proposed to relieve some of the current pressure on the nearby Wombwell park and ride facility which since being extended from 25 to 75 spaces in 2009 is now again at capacity. The proposal has a BCR of 2.9. The predicted increase in rail patronage is 20,000 per annum.
The Carbon Benefits	CO2 emissions – to be confirmed following assessment of predicted modal shift An increase of 20,000 passengers per annum, with some of these shifting from the car, will save 3,300 tonnes of carbon.
Financial Case and Risk Sharing	Issues arising with Network Rail with respect to the interface / access to the platform. Funding Others minimised as full planning permission granted and land secured by the partnership. The improved connectivity on the Sheffield-Barnsley-Leeds route creates opportunities for new housing development which are being discussed with private investors. It also strengthens the business case for adding a stop at Elsecar on routes that currently pass through it.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, G, H, I, k, L, N, V, Z are met
Management Case and Deliverability	This is considered a low-risk proposal which has been welcomed by Councillors and members of the public. A land swap deal has already been completed and SYPTE now fully owns the site.
Commercial Case and Exit Strategy	The proposal utilises the existing commercially operated rail services and it is envisaged that as with Wombwell the provision of the park and ride will increase patronage and thus enable the services to continue on a commercial basis. As stated above the proposal could actually lead to improvements on the rail network increasing the frequency of visiting rail services. Operating costs for unmanned park and ride sites are generally low and can be accommodated within SYPTE revenue streams.

Requirement	Details
	The proposal is fully supported by the rail operators serving the Elsecar station due to its expected impact on patronage. Partial funding is provided by the Barnsley Council and LTP budget.
Decision	This proposal has been included in the bid as Park and Ride. The proposal meets the LSTF goals for economic growth and carbon reduction. The proposal has detailed funding partners.

Requirement	Details
Scheme Name	Doncaster Town Centre Circular Bus Service
Proposer	DMBC
LSTF Capital Cost Requested £	£1,440,000
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	SYPTE and DMBC
What it Includes	Provide a Town Centre circular bus service for Doncaster. The route as shown in Appendix A will provide links to key attractions within Doncaster Town Centre including the Markets, Doncaster College and the Cultural and Civic Quarter as well as linking St James housing estate with the Town Centre.
Where it will be Implemented	Doncaster.
Who will be Affected	Commuters and visitors to Doncaster Town Centre.
Economic Benefits	The circular bus service will be attractive to a number of users with varying needs. It will provide a direct link to Doncaster College, provide an interchange facility for the Hospital as well as a link to the new Super Surgery based within the Town Centre. The service will help to support links to employment sites and will help businesses to attract additional customers.
The Carbon Benefits	Encourage public transport use instead of car travel especially for commuter trips.
Financial Case and Risk Sharing	Failure to achieve desired passenger numbers Some journey times may not be attractive under the current proposals but there is some flexibility within the potential routes that could either reduce the circuit length.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, F, G, K, N are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	It is anticipated that initially the service would be operated with a minimal charge of 40p per journey. Any public transport user with a valid ticket from other services could use the service free of charge on production of a valid ticket. Other funds could be supported through Travelmaster ticket contributions in conjunction with BOSSY and SYPTE Future funding of the service could be supported through developer contributions from development sites within the Town Centre such as Marshgate and Waterfront.
Decision	Excluded. The proposal does not include sufficient cost and funding partner information to be included in the bid and it does not meet the LSTF criteria.

Requirement	Details
Scheme Name	Tram stop upgrades
Proposer	PTE
LSTF Capital Cost Requested £	£1,192,862
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Funding from the Supertram Quality Audit Award has been identified to part fund the project: £6,608,138.
What it Includes	Infrastructure investment in Passenger Information Displays (PIDs) Public Address (PA) CCTV Cycle Stands.
Where it will be Implemented	Sheffield.
Who will be Affected	Existing and new tram users. The new feeder services and the cycling facilities at tram stops will make the system attractive to the residents of new areas, not immediately adjacent to the route.
Economic Benefits	Based on Market Research, Seating and PIDs have the highest satisfaction vs importance gap for the customers. The recent heavy snow experienced in 2010 and breakdown of road vehicles on the tram route causing major disruption and delays to the tram services has prompted the urgency of provision of PIDs at the stops. The PID units can have in-build PA functions hence saving could be made by installing PID alone. The project can be implemented in a phased approach, therefore the scale of implementation can vary but yet passengers will still benefit from this approach. An estimated increase of 3% to the current annual tram patronage of 15 million. A boost to economy of the Sheffield centre and the communities that would be better linked to it. Additional benefits from congestion reduction. Particularly high value based on safety ground, as there served stops have a high occurrence of tram-pedestrian collisions.
The Carbon Benefits	Improving the attractiveness and catchments of our tram services will result in 3% passenger growth, and approximately 1,000 tonnes of carbon savings.
Financial Case and Risk Sharing	Accuracy of estimates; funding agreement; integration with existing systems; interface with public.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies T, V, Z are met.
Management Case and Deliverability	The proposal is highly deliverable and has strong community support.
Commercial Case and Exit Strategy	All items to be implemented are expected to have a reasonable life span. Well maintained regime would allow the life span of these items to extend further. The original infrastructure at the existing tram stops were designed to have a 10 years life span, however with a good maintenance in placed, the existing items have lasted longer than originally planned.
Decision	There is evidence to demonstrate that the proposal meets the LSTF goals for both carbon reduction and economic growth. The proposal is also being delivered with a strong delivery partner. The proposal has been combined with the tram feeder services to be delivered as the scheme Get on the Tram. The costs were refined and the LSTF capital request is £1,192,862.

Requirement	Details
Scheme Name	X19 Bus Service
Proposer	BMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,000,000
Local Contribution £	No detail provided
What it Includes	Service improvement from Barnsley to Doncaster and Robin Hood Airport to every 30 minutes.
Where it will be Implemented	Barnsley and Doncaster.
Who will be Affected	Bus commuters and people entering jobs and training who were previously hampered by poor public transport connectivity.
Economic Benefits	Lack of accessible and affordable transport can be a major barrier to people living in both rural and urban areas when accessing training and employment opportunities. Young people in particular often face a situation where without a job they cannot afford to buy their own means of transport, or afford public transport and cannot travel to work or take part in a training course.
The Carbon Benefits	Environmental benefits from the reduction in the number of journeys made by car or on under-utilised buses. Domestic transport accounts for 21% of the United Kingdom's total CO2 emissions, and more than half of these are from the private car. Car trips of less than 10 miles account for 40% of the UK's domestic carbon emissions, with trips in the 2 to 5 mile category contributing 40% of these emissions. ('Creating Growth, Cutting Carbon: Making Local Sustainable Transport Happen' - DfT, Jan 2011). The proposal aims to reduce the number of single-occupancy car journeys. It will also target Microbus provision at times when passengers need to travel rather than running at times without client demand and will therefore create environmental savings.
Financial Case and Risk Sharing	The masterplan for Robin Hood Airport expansion is focused on promoting car travel. Public transport provision is down on the list of priorities. Therefore obtaining support from the airport owners / operators may be difficult. The risk therefore is that sufficient passenger growth may not be achieved to make the 30 minute service commercially viable beyond the LSTF.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies K, N are met.
Management Case and Deliverability	Operation of X19 by Stagecoach will continue its existing management structure, and the support for increased frequency will be monitored by SYPTE. The full Jobconnector proposal builds on SYPTE experience of delivering similar proposals.
Commercial Case and Exit Strategy	The weakness of the current bus service is it is only run on an hourly basis. As such the success and impact of the service is limited. The hourly service is too infrequent to allow it to become the transport of choice for those travelling to and from the airport. A higher frequency service would allow improve the attractiveness of the route. If patronage increases then revenue made from the increased services should be enough to make the x19 self sustaining.

Requirement	Details
Decision	The proposal meets the LSTF goals and the objectives of our bid. The proposal was included as part of the Jobconnector scheme. The cost to LSTF for the overall Job connector package was £1,248,430 revenue. A match funding of £338,000 was provided to the Jobconnector proposal.

Requirement	Details
Scheme Name	Public Transport and Major Employment Sites
Proposer	DMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Provide extensions to public transport provision to access to key employment sites. The funding will support the extensions to existing bus services over the four years allowing them the opportunity to establish patronage and become sustainable. The improvements will increase accessibility to key destinations. Marketing is paramount to ensure the services are successful.
Where it will be Implemented	Doncaster: Redhouse, local rail stations, West Moor Park.
Who will be Affected	Commuters and those entering jobs and training.
Economic Benefits	The project provides a real opportunity to improve access to existing employment sites. The access will be improved for residents in the surrounding areas where employment and economic development are of vital importance to the future for the areas. The skill sets often match the jobs available and this means a realistic chance of people in the local areas, accessing the local jobs.
The Carbon Benefits	The project provides for development access via sustainable modes and is therefore beneficial to reduced CO2 and air quality.
Financial Case and Risk Sharing	Meeting patronage levels to deliver viability. This risk will be countered by robust forecasting, marketing and promotion.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, F, G, K, N are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The project is based on revenue investment by LSTF. Income will also be received from fare paying patronage. Reasonable estimates indicate that the service has a genuine opportunity to become viable. Initial estimates show that a bespoke service will cost in the region of 120-150k per annum and that viability would require patronage of 130-160 people per day. Given the density of the neighbouring development and links to employment opportunity The figures will show viability after the funding period and therefore sustain the benefits gained as a result of the LSTF funding. The revenue generated by the services can be reinvested into other sustainable benefits for example further pump priming services that show the potential for viability after a period, contributing to wider travel planning initiatives across the borough in areas where traffic meets pinch points on the network.
Decision	Excluded. Lack of evidence that the proposal will increase economic growth and reduce carbon. However, it is anticipated that the Microbus could serve such sites given evidence of demand.

Requirement	Details
Scheme Name	Kick Start for Grimethorpe Bus Service
Proposer	BMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	£480,000
Local Contribution £	£40,000
What it Includes	An enhancement to the existing 200 service extending the route from Wombwell to Grimethorpe via Darfield and the Park Springs Industrial Estate.
Where it will be Implemented	Barnsley, in the Dearne Valley priority area.
Who will be Affected	Bus commuters and people entering jobs and training who were previously hampered by poor public transport connectivity.
Economic Benefits	The outcomes would be to offer sustainable access to employment and education opportunities between all of the communities and in particular to the new ASOS development. Grimethorpe has had a long history of being one of the most deprived communities in the country and currently has XX% unemployment. In recent years regeneration has taken place with the construction of the large Park Springs Business Park with its spine road linking into the Dearne Towns Link Road. This was largely funded through the Homes and Communities Agency's National Coalfields Programme, a regeneration programme set up to breathe new life into coalfield communities across England following the widespread pit closures of the 1980s and 1990s. Work was carried out in partnership with Regional Development Agencies, Local Authorities, the Coalfields Regeneration Trust, the Alliance (formerly the Coalfields Communities Campaign), the private sector and a range of other stakeholders, to provide investment in this and other former colliery sites across England for the creation of new employment, homes, leisure facilities and public space. Job Centre plus have data that reveals around 90 people per week are rejecting a job offer due to transport issues a third of which are from the communities mentioned above. Evidence shows, as mentioned above that transport is clearly a barrier to employment at the Park Springs Development. For every person that enters employment this will provide a benefit of at least £15k to GVA.
The Carbon Benefits	Environmental benefits from the reduction in the number of journeys made by car or on under-utilised buses. Domestic transport accounts for 21% of the United Kingdom's total CO2 emissions, and more than half of these are from the private car. Car trips of less than 10 miles account for 40% of the UK's domestic carbon emissions, with trips in the 2 to 5 mile category contributing 40% of these emissions. ('Creating Growth, Cutting Carbon: Making Local Sustainable Transport Happen' - DfT, Jan 2011). The proposal aims to reduce the number of single-occupancy car journeys. It will also target Microbus provision at times when passengers need to travel rather than running at times without client demand and will therefore create environmental savings.
Financial Case and Risk Sharing	The main risk is that following the funding period the service will become unsustainable. However, there are a number of potential new developments along the route of the service that not only would provide patronage but could also contribute financially through the Section 106 process.

Requirement	Details
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies K, N are met.
Management Case and Deliverability	The PTE have a proven track record in delivering such projects.
Commercial Case and Exit Strategy	Stagecoach will bear the risk of part of the service in year 3 and beyond.
Decision	This was included in the Key Component bid. The costs were confirmed and £480,000 was requested from LSTF for revenue costs and £40,000 has been contributed by Stagecoach.

Requirement	Details
Scheme Name	Car Scrapage
Proposer	Travel Advice
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Operator discount on travel pass.
What it Includes	To make consideration of public transport an automatic consideration at time when any individual is considering scrapping an old private car. To reward individuals make the decision to scrap such a vehicle and provide an incentive to switch to a more sustainable more of travel.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Car commuters who are interested in travelling by public transport.
Economic Benefits	Reduced congestion due to fewer cars on the road.
The Carbon Benefits	Increased use of public transport reduces emissions from car commuters.
Financial Case and Risk Sharing	Slow uptake of car scrapping as a viable means of disposing of old private cars Inaccurate or imprecise application of procedures by partner organisations.
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The initiative aims to conduct itself as an exercise to demonstrate the effectiveness of discounted ticketing as a means of connecting with this emerging market sector. A successful trial will be used to demonstrate the case and the need for a commercial successor – within the multi-operator TravelMaster sector and in the single operator sector.
Decision	Excluded. Limited detail was available regarding the deliverability and management of the proposal.

5.ACTIVE TRAVEL

5.1. INTRODUCTION

The Active Travel Delivery Set focuses on instilling a legacy of walking and cycling, and builds on evidence which suggests that travelling to work by more active modes creates a more productive workforce. The can include a range of activities to promote walking and cycling to work, school and higher education by investing in cycle and walking facilities and routes.

Each of the proposals presented below was put forward for the Active Travel Delivery Set. At the bottom of each proposal is the decision that was made as to whether the scheme was excluded or included in the bid. In each case the reason behind this decision has also been provided.

Requirement	Details
Scheme Name	Access to employment: Walkability
Proposer	DMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£460,000
Local Contribution £	No detail provided
What it Includes	Providing facilities to devise travel plans.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Commuters and visitors to the South Yorkshire area.
Economic Benefits	Workplace travel planning can reduce car commute km by up to 20%. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	Car trips in the 2 to 5 mile category contributing 40% of these emissions.
Financial Case and Risk Sharing	No details provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, W, O are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	The proposal fulfils the goals of LSTF and the principle behind the proposal is included as part of a package of the Workplace Travel Solutions scheme.

Requirement	Details
Scheme Name	Trans Pennine Trail at Penistone to Kirklees
Proposer	BMBC
LSTF Capital Cost Requested £	£300,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Possible EPIP funding.
What it Includes	Links from Trans Pennine Trail at Penistone to Kirklees – off-road and on-road route.
Where it will be Implemented	Barnsley.
Who will be Affected	Residents of North Barnsley needing to access local employment and educational establishments.
Economic Benefits	Stimulate local economy by increasing number of visitors to area and in turn visitor spend.
The Carbon Benefits	Carbon reduction will be achieved by providing these routes to encourage modes of green travel. Air quality will be improved due to increased use of green travel.
Financial Case and Risk Sharing	Lack of funding.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	Excluded. Whilst the principle of the proposal meets the carbon reduction LSTF goal, the location of the cycle trail is does not relate to any priority area and therefore does not fulfil the objectives of our bid. Limited detail is also known regarding the cost of the project.

Requirement	Details
Scheme Name	e-Bike
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£780,000
Local Contribution £	Provider provides onsite servicing, maintenance, training, Q&A sessions. Heeley Development Trust provides mechanic support to maintain fleet. The LTP will fund electric recharging points (£30,000).
What it Includes	Staff who live within 5km of work and who currently drive will be requested to give up their car for commuting for 2/3 of their journeys each year. In exchange they will receive a pedal assist bike with which to make this journey and business journeys. Bikes are leased from an ebike company.
Where it will be Implemented	Targeted at two of Sheffield's largest employers.
Who will be Affected	People seeking to access jobs and training.
Economic Benefits	Reducing congestion.
The Carbon Benefits	Electric scooters are more environmentally friendly than cars.
Financial Case and Risk Sharing	Lack of recharging infrastructure Lack of cycle parking at workplace.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies N, R, S are met.
Management Case and Deliverability	The proposal would be delivered and managed by a third party, with support from SCC and other providers. The third party would have provided support and training to those involved in the proposal. There is the interest from a number of large employers to take part in this proposal – travel plan data shows there are a considerable number of employees who live within 3 miles of their workplace who currently drive who could easily convert to ebike for 6 months.
Commercial Case and Exit Strategy	The life-skills gained and, potentially, habits formed will have lasting benefits in terms of health and mode choice. Taken with other measures put forward for LST funding this initiative will contribute to a lasting travel culture shift.
Decision	The Wheels to Work scheme included in the Key Component has an electric bike element to it. This was thought to be a much more viable option than this; therefore, this proposal has been excluded from the bid.

Requirement	Details
Scheme Name	Ebike leasing proposal
Proposer	BMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£123,000
Local Contribution £	40,000 contribution from Get Cycling (100 bikes) Liftshare group set up and licence £7,000 Recycle Bikes (HDT) one day a week £30,000.
What it Includes	Electric Bike Leasing proposal for businesses.
Where it will be Implemented	No detail provided
Who will be Affected	Car commuters to work who live close by and could use alternative means.
Economic Benefits	Reducing congestion.
The Carbon Benefits	Electric scooters are more environmentally friendly than cars.
Financial Case and Risk Sharing	Lack of availability of each mode at point of decision by the participant/SCT Inadequate marketing resulting in lack of take up.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies N, R, S are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The life-skills gained and, potentially, habits formed will have lasting benefits in terms of health and mode choice. Taken with other measures put forward for LST funding this initiative will contribute to a lasting travel culture shift.
Decision	The Wheels to Work scheme included in the Key Component has an electric bike element to it. This was thought to be a much more viable option than this; therefore, this proposal has been excluded from the bid.

Requirement	Details
Scheme Name	Tourism Trail Penistone
Proposer	BMBC
LSTF Capital Cost Requested £	£520,000
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Mobile cycle hire centre to leisure sites linked into the museum services. Active Heritage links to Cannon Hall / Cawthorne, Elsecar and TPT, Worsborough and TPT including development of post Bikeabilty cycle rides.
Where it will be Implemented	Penistone, Barnsley.
Who will be Affected	Commuters and visitors to the Barnsley district.
Economic Benefits	Encouraging cycling reduces dependency on the car, which reduces congestion.
The Carbon Benefits	Reducing congestion reduces carbon production.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	If the proposal is a success - the initiative should be self financing.
Decision	Although the proposal meets the LSTF goals, it is not located in the priority areas of our bid.

Requirement	Details
Scheme Name	Cycle Infrastructure Grants
Proposer	SCC
LSTF Capital Cost Requested £	£140,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	£60,000 LTP
What it Includes	Existing workplaces can implement safe secure effective cycle facilities.
Where it will be Implemented	Sheffield.
Who will be Affected	Commuters in Sheffield.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Lack of take up of the grant.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, V, W are met.
Management Case and Deliverability	This relies on the organisation applying for the grant to do the work, they manage the process, following guidelines set by the authority, and with a provider achieve implementation. Grant is paid once work complete and copy of invoice received. Proposals parameters could be determined by the relevant partners – SCC has been running a smaller version for a number of years with great success and no issues of overspend. SCC delivered 5 grants in 2010/11.
Commercial Case and Exit Strategy	The cycle infrastructure will be in place beyond the life of the fund.
Decision	The proposal has been excluded, but the idea of the proposal has been included in the bid, but related more directly to education. Infrastructure grants have been included in the Access to Education scheme and Cycle parking has been included as part of the Park that Bike at SME's.

Requirement	Details
Scheme Name	Sustrans Connect2 (Sheffield/ Rotherham)
Proposer	QoLDG Implementation Plan
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Cycling infrastructure between Rotherham and Sheffield.
Where it will be Implemented	Halfway, Sheffield.
Who will be Affected	Employed and those seeking to enter jobs and training in the Halfway area of Sheffield.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Sustrans are competent funding partners. There are risks over land ownership issues.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies F, G, L, S, T, W are met.
Management Case and Deliverability	Sustrans delivers projects which are incredibly good value for money, this is backed up by a very thorough monitoring program which has shown Sustrans Bike It, for example, has a cost benefit greater than 3:1.
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	This proposal has been excluded from the bid due to risk over land ownership issues.

Requirement	Details
Scheme Name	North Barnsley Active Travel Corridor
Proposer	BMBC
LSTF Capital Cost Requested £	£60,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	No detail provided
What it Includes	offers the potential to link some of the most deprived and isolated communities and new residential areas with the town centre, the wider landscape and with one another and could make a significant impact on the lives of existing and future residents in Urban Barnsley. As it runs through attractive landscape, it could act as a 'Dearne Loop' to the Trans Pennine Trail, leading north towards Cudworth.
Where it will be Implemented	Barnsley.
Who will be Affected	Residents of North Barnsley needing to access local employment and educational establishments.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S,V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	The proposal meets the LSTF goals, but there is currently no match funding. Therefore, the essence of the proposal has been put forward for LSTF within the Access to Education and Access to Employment schemes, as Barnsley has been the focus of cycling for both of these proposals.

Requirement	Details
Scheme Name	Cycle for Health (part of the SYCS package)
Proposer	QoLDG Implementation Plan
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£300,000
Local Contribution £	Not Determined
What it Includes	Cycle for health is the next step on from Learn to Ride (cycle training for adult beginners without a bike) and is targeted at those wishing to improve their fitness and health from a low base.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Young people.
Economic Benefits	Instil legacy of cycling from young age to reduce congestion in the future. Improves health.
The Carbon Benefits	Reducing future dependency on cars will reduce carbon emissions.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, H, S, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	Components of this proposal are in Travel 4Life and the Workplace Travel Solutions. This proposal has been excluded.

Requirement	Details
Scheme Name	Meadowhall Cycle Hub
Proposer	STC Bid
LSTF Capital Cost Requested £	£165,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	No detail provided
What it Includes	Cycle storage, changing facilities cycle hire, shop, maintenance and repair, cycle training base.
Where it will be Implemented	Meadowhall and will cover surrounding area.
Who will be Affected	Commuters, shoppers and visitors to Meadowhall.
Economic Benefits	More people cycling for work and leisure up to 50 cyclists per day, and integrating onto rail tram and bus via interchange reduces congestion.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Lack of take up of each element.
Strategic Case and Fit to LTP3 Objectives	Very strong LTP3 fit.
Management Case and Deliverability	This would be a satellite of a city centre or interchange hub, using similar skilled partners (bike shop, training organisation, Heeley Dev Trust) to deliver. Depending on location could be managed by partners or even Meadowhall management. Would provide additional resource to an already attractive destination. Would be based on the model at Leeds but scaled down, with an emphasis on cycle hire due to its location in close proximity to the trans Pennine trail and national cycle network.
Commercial Case and Exit Strategy	Encouraging sustainable travel, tie in with flat off road routes to Chapeltown and between Rotherham and Sheffield The cycle hub will be in place beyond the life of the fund.
Decision	The proposal has been excluded from the bid, as it has uncertain funding details. A cycle hub has been included in the bid at Sheffield Station because this proposal had a stronger partnership with Northern Rail. This is part of the Access to Employment scheme.

Requirement	Details
Scheme Name	Public Bike Hire Proposal with sponsorship
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£300,000
Local Contribution £	£80,000 LTP £20,000 other partners £100, 000 sponsorship.
What it Includes	Public Bike Hire Proposal with sponsorship.
Where it will be Implemented	Sheffield City centre linking University Campus, G'ment buildings, Halls of Residence and transport interchange (City Centre, Kelham Island, Riverside, Broomhill).
Who will be Affected	Commuters and visitors to the South Yorkshire area.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Lack of membership Lack of corporate sponsor.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S,V are met.
Management Case and Deliverability	Would involve 3rd party provider. Similar proposals in bigger cities continue to expand. Would require targeted promotion and marketing. Initial target would be students and government workers. Limited time loan proposals at Government office suggest significant latent demand for cycling.
Commercial Case and Exit Strategy	Corporate sponsorship and organic growth at targeted audiences.
Decision	In principle the proposal meets the LSTF goals for economic growth and carbon reduction, but there is limited information on its location.

Requirement	Details
Scheme Name	City Centre Bike Park
Proposer	SCC
LSTF Capital Cost Requested £	£150,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Partner Contribution is £70,000 (£50,000 from LTP, £10,000 Heeley Development Trust, £10,000 Get Cycling).
What it Includes	One stop City Centre Bike Park providing cycle storage, shower and changing facilities, maintenance courses, drop in centre, accessory sales, recycled bike sales, bike hire facility – potential to expand into coffee shop creating destination in its self.
Where it will be Implemented	Sheffield.
Who will be Affected	Employed people and visitors to Sheffield City Centre.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Lack of suitable city centre premises.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies N, S are met.
Management Case and Deliverability	Previous similar proposals result in 31% of participants cycling to work frequently. Interest in managing this has come from both Heeley Development trust and Pedal Ready. City centre bike hubs are working well in both Leicester and Bristol (Bristol ahs developed to become a destination in itself with supporting facilities (café bar). Location is key; availability of current property is good. Potential to incorporate with in planned new development for the city centre. It would over come security issues for visitors to the city centre, and lack of options for many commuters working in older buildings.
Commercial Case and Exit Strategy	The facility will have a revenue stream through a storage charge, and bike hire charges. It is envisaged that from 4 years no or little subsidy will be required to maintain the facility. Private sector sponsorship will be investigated. Get Cycling (York based CiC) are currently looking for a South Yorkshire base to aid their expansion.
Decision	The proposal meets the LSTF goals for carbon reduction and economic growth. The proposal has been included as Park that Bike. The specific location of the proposal has been focussed on SMEs to provide the same outcome as a city centre bike park.

Requirement	Details
Scheme Name	Access to Opportunities (A61 / Upper Don Corridor)
Proposer	SCC
LSTF Capital Cost Requested £	£430,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Partnership contribution is 230000 (SCC LTP £70,000, Sustrans Connect2 £150,000, Get Cycling ('Cycle Hub' private sector funding) £10,000.
What it Includes	A61 / Upper Don Corridor 'Access to Opportunities' pedestrian and cycle corridor package (includes completion of cycle route between Sheffield City Centre and the employment sites along the A61 corridor and the residential areas to Oughtibridge). Complemented by promotion, cycle training, enhanced 'Bike It' with schools acting as community hubs for a range of cycling services, improved direction signing for cyclists and Bike Boost in the major employment zones (UDV, Claywheels Lane).
Where it will be Implemented	Sheffield: in the Upper Don Valley priority area.
Who will be Affected	Residents and commuters in the Upper Don Corridor. Enhancing cycling and walking facilities will provide safer routes to employment sites and educational establishments in the area.
Economic Benefits	Improving transport facilities will provide wider access to employment. A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	50 businesses with 10 car commuters in each shifting to cycling will save 12,000 tonnes of carbon by 2015.
Financial Case and Risk Sharing	There are a number of partners involved, each are willing to take a share of the financial risk.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, F, H, L, M, N, T, W, Y are met.
Management Case and Deliverability	DfT estimates that a cycling intervention costing £10k will break even if it results in 1 additional regular cyclist over a 30 year period.
Commercial Case and Exit Strategy	Infrastructure developments will be in place beyond the life of LSTF.
Decision	This proposal meets the requirements of LSTF for both economic growth and carbon reduction. Improving cycling and walking facilities in a priority area is a key aim of our bid. This proposal was included as part of a wider cycling and walking infrastructure scheme through Access to Education.

Requirement	Details
Scheme Name	Access to Opportunities (Blackburn Valley)
Proposer	SCC
LSTF Capital Cost Requested £	£625,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Partner contribution is £212,500 (St Paul's Developments £100,000, ERDF £100,000, Get Cycling £12,500).
What it Includes	Blackburn Valley 'Access to Opportunities' pedestrian and cycle corridor package (includes completion of cycle route between Meadowhall Interchange and the employment sites along the M1 corridor between Junction 34 North and Junction 35A). Complemented by promotion, cycle training, enhanced 'Bike It' with schools acting as community hubs for a range of cycling services, improved direction signing for cyclists and Bike Boost in the major employment zones (Thorncliffe Business Park, J35A and Tankersley).
Where it will be Implemented	Sheffield: in the Blackburn Valley priority area.
Who will be Affected	Residents in the Blackburn Valley area of Sheffield. Enhancing cycling and walking facilities will provide safer routes to employment sites and educational establishments in the area.
Economic Benefits	Improving transport facilities will provide wider access to employment. A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	50 businesses with 10 car commuters in each shifting to cycling will save 12,000 tonnes of carbon by 2015.
Financial Case and Risk Sharing	There are a number of partners involved, each are willing to take a share of the financial risk.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, F, H, L, N, T, W, Y are met.
Management Case and Deliverability	DfT estimates that a cycling intervention costing £10k will break even if it results in 1 additional regular cyclist over a 30 year period.
Commercial Case and Exit Strategy	Infrastructure developments will be in place beyond the life of LSTF.
Decision	This proposal meets the requirements of LSTF for both economic growth and carbon reduction. Improving cycling and walking facilities in a priority area is a key aim of our bid. This proposal was included as part of a wider cycling and walking infrastructure scheme through Access to Education.

Requirement	Details
Scheme Name	Cycling Package
Proposer	RMBC
LSTF Capital Cost Requested £	£500,000
LSTF Revenue Cost Requested £	£500,000
Local Contribution £	£100,000
What it Includes	Devise cycle packages using existing and proposed (LSTF) proposals Packages will be split into Community (one Package), Business (one package) and Individual (multiple packages) Individual packages will be tailored to meet market segmentation.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Commuters and visitors to the South Yorkshire area.
Economic Benefits	reduced costs for the provision of parking spaces - 10 bikes can be parked in one car parking space.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Not all elements of the package coming to fruition.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Only a small amount of funding will be required to continue to promote the packages.
Decision	Packages of cycling proposals are included in the bid. However, this proposal as it is currently presented is excluded. Instead, the location and benefits brought by this proposal are included in other schemes.

Requirement	Details
Scheme Name	Sustainable Access to Town Centre
Proposer	RMBC
LSTF Capital Cost Requested £	5,700,000
LSTF Revenue Cost Requested £	0
Local Contribution £	Uncertain as based on LTP funding.
What it Includes	Develop Sustainable travel corridors to facilitate and promote sustainable access throughout Rotherham town centre for employment, education, shopping and leisure from adjacent residential areas.
Where it will be Implemented	Rotherham.
Who will be Affected	Commuters and visitors to Rotherham Town Centre.
Economic Benefits	Sustrans has taken the Governments methods of assessing the economic benefits of transport proposals and applied them to a number of walking and cycling routes. The results show them to have a benefit to cost ratio of 20:1. Sustrans state this is much higher than the typical ratio of just 3:1 for other transport proposals such as rail and road.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	The proposed Parkgate bridge would replace existing Network Rail and British Waterways bridges. There is a risk that this new bridge could not be delivered due to land ownership and rights of way issues. Objections to the proposed proposals during the consultation process maybe received, delaying or preventing the implementation of some aspects of the project.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G, H, I, J, L, R, S, T, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	The principle of the proposal has been included in the Access to Employment and the Access to Education proposals. However, this particular proposal has been excluded, due to undefined costs and funding partners.

Requirement	Details
Scheme Name	Town Centre Cycle Parking Initiative
Proposer	DMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	£90,000
Local Contribution £	Hayfield Wheels
What it Includes	Provision of Town Centre Cycle Parking. The parking would be indoors including showering facilities and lockers. Servicing of bikes would also be available to customers as storage would be an area within a Town Centre bike shop.
Where it will be Implemented	Doncaster.
Who will be Affected	Commuters and visitors to Doncaster Town Centre.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet been quantified.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	There are some currently available Town Centre locations which may or may not be available if and when funding is confirmed.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies T, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	The proposal meets the goals of LSTF and is located in on of our priority areas. The proposal is included in the key component bid as part of the cycle package.

Requirement	Details
Scheme Name	Accessibility planning for the Principal Towns
Proposer	BMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£40,000
Local Contribution £	30% SYPTE and BMBC.
What it Includes	Study to establish baseline accessibility then work towards an outline business case.
Where it will be Implemented	Barnsley Principal Towns.
Who will be Affected	Residents in the Principal Towns of Barnsley.
Economic Benefits	Improving the offer of sustainable modes will increase usage and reduce congestion.
The Carbon Benefits	Reducing congestion reduces carbon production.
Financial Case and Risk Sharing	No details provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies K, O are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The study will provide the evidence base to enable us make credible bids to improve public transport and accessibility in general. The effects of the studies will therefore extend well beyond the life of LSTF, making permanent improvements to accessibility in Barnsley's principal towns.
Decision	Excluded. LSTF does not fund proposals that are a study only.

Requirement	Details
Scheme Name	Rotherham to Sheffield Cycle Route
Proposer	RMBC
LSTF Capital Cost Requested £	£100,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Uncertain as based on LTP funding and other bodies.
What it Includes	To provide a direct, easy to use and continuous cycle route linking the centres of Rotherham and Sheffield for commuter/utility and leisure cyclists.
Where it will be Implemented	Rotherham and Sheffield: the busy commuting Lower Don corridor between Sheffield and Rotherham.
Who will be Affected	Those travelling to work (and other activities) in our priority areas.
Economic Benefits	Redevelopment in the strategic employment locations adjacent to the proposed cycle route is currently severely restricted by traffic congestion, the Highways Agency having indicated that Article 14 Directions would be applied if further development had a material impact on the Strategic Road Network. The proposal would permit sustainable access to any developments in this area and could contribute to limiting any increase in congestion, and therefore potentially contribute towards future development. A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified. The proposal primarily targets people driving up to 1.5 miles to work, which account for almost 10% of local workforce.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Implementation of the route could be delayed due to British Waterways approval processes. In addition a contribution towards the cost of the works may not be available from British Waterways.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies F, G, L, S, T, W are met.
Management Case and Deliverability	High deliverability due to flat corridors, 90% off-road, already identified for the proposal.
Commercial Case and Exit Strategy	The proposal provides the infrastructure to give a sustainable travel choice for movement between Rotherham and Sheffield. The benefits would be maintained by continuing to implement Smarter Choices measures and by ongoing maintenance.
Decision	Included. The proposal fulfils the objectives of LSTF and our bid. The cycle link is situated in a priority area and provides connectivity in an area where there are multiple employers. The proposal was included as part of the overall Access to Employment scheme. It was combined with other cycling infrastructure developments.

Requirement	Details
Scheme Name	Cycle infrastructure from Barnsley Cycling Strategy
Proposer	BMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	The number of people cycling in Barnsley is very low in comparison to our South Yorkshire neighbours. Currently cyclists make up less than 1% of Barnsley's road users. However, in 2005, the number of people cycling on the Trans Pennine Trail in Barnsley was 22,124, which demonstrates that there is ample potential for improvement, with appropriate interventions to provide necessary infrastructure.
Where it will be Implemented	Barnsley.
Who will be Affected	Commuters and visitors to Barnsley district.
Economic Benefits	The promotion of leisure and tourist cycling can bring economic benefits. Cyclists spend money as they travel through or within the borough, helping to support and in some instances create jobs in leisure and tourism.
The Carbon Benefits	Traffic levels continue to grow, causing congestion and pollution. It is estimated that around 60% of all car trips are less than 5 miles in length. If some of these journeys were made by bike, there would be a consequent reduction in vehicles on the road.
Financial Case and Risk Sharing	Lack of funding resulting in incomplete network. Inadequate marketing resulting in lack of take up. Negative views of cycling as a mode of transport.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies F, N, S, V, H, R, T are met.
Management Case and Deliverability	DfT estimates that a cycling intervention costing £10k will break even if it results in 1 additional regular cyclist over a 30 year period.
Commercial Case and Exit Strategy	Routes to town and surrounding areas will be adopted and remain in use for many years to come.
Decision	Parts of the overall proposal have been included along with an overarching cycling infrastructure package in the Access to Education scheme. Evidence has been presented that suggests Barnsley is in need of cycling infrastructure developments. The proposal meets both the economic and carbon reduction goals of LSTF.

Requirement	Details
Scheme Name	Community Cycle Teams
Proposer	SCC (Sustainable Travel Cities Bid)
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£72,000
Local Contribution £	No detail provided
What it Includes	Set up a nucleus of cycle trainers, mechanics to operate in Community Assembly areas, providing a comprehensive cycle package including training, maintenance, cycle games and advice. The teams would attend community events, fairs, community assembly road shows.
Where it will be Implemented	Seven Community Assemble areas in Sheffield.
Who will be Affected	Hard to reach communities, residents of Sheffield.
Economic Benefits	More people cycling, and cycling safely.
The Carbon Benefits	Conversion for many from car to cycle for short trips, commuting trips, trips for leisure purposes.
Financial Case and Risk Sharing	Lack of interest from communities, lack of support from Community assemblies.
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	There is no evidence to suggest that the proposal will directly increase economic growth or reduce carbon. Elements of the proposal are present in other proposals and have been included in the bid, for example in Travel 4Life, Workplace Travel Solutions and Community Travel Solutions. The proposal as presented here is excluded from the bid.

Requirement	Details
Scheme Name	Get Walking Keep Walking South Yorkshire
Proposer	Ramblers Association
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,350,000
Local Contribution £	£98,784, in kind
What it Includes	Encouraging and promoting walking to work and for pleasure.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Commuters in South Yorkshire.
Economic Benefits	Travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	Car trips in the 2 to 5 mile category contributing 40% of these emissions.
Financial Case and Risk Sharing	Failure to recruit enough support.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, K, N, S, T are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The 12 week GW model is designed to encourage and sustain independent walking activity. It seeks to instigate behaviour change in individuals, encouraging them to incorporate more everyday walking activity into their lives. Get Walking Keep Walking South Yorkshire will take this a step further and promote walking as an alternative form of sustainable transport, encouraging a modal shift away from car journeys for journeys of 2 miles or less.
Decision	Excluded. Whilst the concept behind the proposal has been included in the bid this proposal has been excluded. There is limited information on funding partners and there is no direct link to our objectives.

Requirement	Details
Scheme Name	Barnsley ALC Safe Routes
Proposer	BMBC
LSTF Capital Cost Requested £	£5,000,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	No detail provided
What it Includes	A Comprehensive programme to raise and promote sustainable travel in Barnsley. Providing new cycle and pedestrian routes to the boroughs new Advanced Learning Centres and linking communities to employment, education, retail, leisure and other facilities throughout Barnsley.
Where it will be Implemented	Barnsley.
Who will be Affected	School children will benefit from safer routes to school. Encourages safe and sustainable travel choices through key life stages.
Economic Benefits	We expect a reduction of up to 10% in the proportion of children travelling to school by car, split between walking and cycling, with associated congestion relief benefits. Economic benefit is estimated at £750 per child. Additional benefits from safer travel, particularly in our priority areas, where child casualties in SCR concentrate.
The Carbon Benefits	To reduce the amount of traffic travelling to and from school, thereby helping to reduce congestion and pollution in the immediate vicinity of the school. It is estimated that around 60% of all car trips are less than 5 miles in length. If some of these journeys were made by bike, there would be a consequent reduction in vehicles on the road.
Financial Case and Risk Sharing	Lack of funding resulting in incomplete network. Inadequate marketing resulting in lack of take up. Negative views of cycling as a mode of transport.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, V, W are met.
Management Case and Deliverability	Carlton Community College is the first ALC to be built in Barnsley. We were successful to obtain match funding from Sustrans. A number of Safe Routes to School have been installed prior to the opening of the school. It has been a success with the pupils who can now walk/cycle to school, local residents and community use. People can travel from village to village in a more sustainable, healthier and environment friendly fashion. The Carlton ALC is a "flagship example" of active travel in action in Barnsley. Since the cycleways/footways have been built the pupils can travel in a move healthier and environmentally friendly way.
Commercial Case and Exit Strategy	The development of cycling and walking routes to the ALCs will be in place after the life of the fund and maintained by BMBC.
Decision	The concept of the proposal should be included along with a package of cycling and walking infrastructure developments for school. The proposal meets the LSTF requirements for economic growth and reducing carbon as well as improving safety and increasing physical activity. The proposal aims to instil active modes into daily life from a young age. The costs are not defined therefore the proposal cannot be included in its current form.

Requirement	Details
Scheme Name	Cycle Skills Network Audits (CSNA) for Strands 1, 2 & 3 (part of the SYCS package)
Proposer	QoLDG Implementation Plan
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£18,000
Local Contribution £	£2,000
What it Includes	Cycle Skills Network Audit of Sheffield.
Where it will be Implemented	Sheffield.
Who will be Affected	New and existing users of the cycle network.
Economic Benefits	More people cycling safely.
The Carbon Benefits	Instilling legacy of cycling reduces dependency on the car later in life.
Financial Case and Risk Sharing	Availability of auditors.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, V, W are met.
Management Case and Deliverability	The comprehensive audit will provide a baseline for any further audits/updates. These will only require limited audit work inn the future as the cycle network is improved.
Commercial Case and Exit Strategy	Maps derived from the audits will be of more use for LA officers, particularly in terms of identifying gaps in routes, potential upgrades. The infrastructure and mapping built on the back of this will be in place beyond the life of the LSTF.
Decision	There is no evidence to suggest that the proposal will directly increase economic growth or reduce carbon. The proposal as presented here is excluded from the bid.

Requirement	Details
Scheme Name	Remaking Barnsley
Proposer	BMBC
LSTF Capital Cost Requested £	£8,500,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Officer time.
What it Includes	Pedestrian signage, Bus RTI, variable message signing, travel plan coordination, improved public realm, improved cycling routes, improved pedestrian and vehicle access.
Where it will be Implemented	Barnsley.
Who will be Affected	Commuters are visitors to Barnsley.
Economic Benefits	The project will also ensure maximum value is gained from existing transport assets by implementing Intelligent Transport Systems (ITS) such as real time information and parking guidance systems, which will contribute to reducing congestion. These ITS systems will link to the BMBC urban traffic control systems and the wider South Yorkshire Intelligent Transport System.
The Carbon Benefits	Reduction in use of motor vehicles.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, G, H, I, S, T, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	Individual elements of the proposal deliver against the LSTF goals (for example, improving pedestrian facilities), but not all. There is no evidence to suggest that the proposal will produce measurable economic and carbon benefits. The costs are not defined. The proposal has been excluded from the bid.

Requirement	Details
Scheme Name	Rotherham Community Cycle Library
Proposer	RMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£270,000
Local Contribution £	£20,000
What it Includes	This project proposes to provide access to deprived communities to free/low cost cycle loans. The cycles might be recycled from donations, unclaimed lost property (from the Police) or cycles taken to "dump it" sites. One proposal would consider partnership with local cycle repair shops and labour from people doing community service.
Where it will be Implemented	Rotherham.
Who will be Affected	People seeking to access jobs and training.
Economic Benefits	Removing transport as a barrier to employment reduces unemployment and stimulates growth.
The Carbon Benefits	Reducing unemployment through active modes reduces dependency on cars.
Financial Case and Risk Sharing	The main risk to delivery of the proposal is lack of revenue funding. Many elements of the project rely on mutual benefits being sufficient to guarantee partner participation. This could be upset by radical policy changes from government.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G, S, V are met. Also supports the strategic goals of promoting economic growth, reducing emissions and enhancing social inclusion and health.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The ambition of the proposal is to provide a sound foundation for a legacy community enterprise to continue the work along the lines outlined above.
Decision	In principle this proposal meets the requirements for LSTF. However, the proposal has been excluded from the bid due to uncertainties over its deliverability.

Requirement	Details
Scheme Name	Enhanced Cycle Facilities and a Cycle Care Proposal
Proposer	Network Accessibility
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£59,000
Local Contribution £	£40,000
What it Includes	Enhanced cycle facilities and a Cycle Care Proposal offering bike maintenance help at strategic points such as P&R sites, and introducing and supporting cycle storage, and through this encouraging cycle usage and multi-modal transport solutions across South Yorkshire and beyond. Dore and tram stops are the cycle parking locations.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Commuters and visitors to South Yorkshire.
Economic Benefits	The project aim is to improve access to employment and training opportunities for residents across South Yorkshire, removing accessibility barriers. In addition the project offers much additional value through links to transport hubs. Although the benefits are difficult to quantify in specific unit cost terms, this project will directly impact on a significant barrier to accessing employment, helping individuals to access work and training. The project supports the aim that non-ownership of a car will not limit employment opportunities, and also at the same time will encourage car owners to leave their vehicle at home and make more sustainable transport decisions. A study, 'Valuing the Benefits of Cycling' (SQW, June 2007), commissioned by Cycling England to examine the economic benefits of cycling and the ways in which it can contribute to Government objectives, concluded that the value for each additional cyclist is up to £382 a year with benefits relating to improved health and fitness, reduced pollution and tackling congestion.
The Carbon Benefits	Improved access to public transport hubs and to employment, education and leisure opportunities. Increased footfall in town centres, and improved accessibility to a range of places. Reduced CO2 emissions. Improved health, including reduced obesity and increased life expectancy. Increased road safety through improved bike maintenance. Increase in modal share for cycling.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, F, G, K, N, S, T, V, W are met.
Management Case and Deliverability	SYPTE's experience in managing projects developed with external funding streams will contribute to the smooth running of the initiative. We have already been involved in work to erect cycle stands at railway stations and Interchanges throughout South Yorkshire, and in the development of a bid with BMBC and SCC for EU funding to support cycling and walking routes.
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.

Requirement	Details
Decision	The principle of the proposal meets the criteria of LSTF because it aims to improve facilities for connectivity between sustainable modes. However, the Cycle Hub at Sheffield Station includes elements of this proposal. The Cycle Hub has been included as part of the Access to Employment scheme.

Requirement	Details
Scheme Name	Old Mineral Line Trail
Proposer	RMBC
LSTF Capital Cost Requested £	£210,000
LSTF Revenue Cost Requested £	£21,000
Local Contribution £	Uncertain as based on LTP funding.
What it Includes	improve existing facilities between the centres of Thurcroft, Dinnington and North Anston by installing an Equestrian crossing on the B6463 Todwick Road, by providing improved access to off-road routes from the existing road network and by investigating an extension to the network towards Hellaby by using the existing 'Thurcroft Bridleway 27' and local road network.
Where it will be Implemented	Rotherham.
Who will be Affected	Commuters and visitors to the Rotherham district.
Economic Benefits	Within Thurcroft, Dinnington, North Anston and Hellaby there are numerous employment opportunities for local people within easy reach of their homes, ranging from retail, manufacturing and office based jobs. A proposal of this nature would provide residents with a sustainable option for accessing these areas of employment without the need to use private vehicles, thus reducing their travelling costs and reliance on private vehicles, which in turn may reduce congestion.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Extension of the route towards Hellaby relies on a right of way being upgraded and/or established on private land and implementation could be delayed or even stopped if an agreement with the land owner cannot be reached.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies F, G, L, S, T, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The proposal provides the infrastructure to give a sustainable travel choice for journeys between Thurcroft, Dinnington, North Anston and Hellaby. The benefits would be maintained by continuing to implement Smarter Choices measures and by ongoing maintenance. In addition, feeder links from adjacent residential areas to the main routes will be investigated and implemented if this proves feasible.
Decision	In principle the proposal meets the LSTF goals, as connections between employment sites are being improved. However, elements of the proposal (installing an equestrian crossing) do not meet the LSTF goals. Also, the proposal costs and funding partners are uncertain. The proposal was excluded from the bid.

Requirement	Details
Scheme Name	Cycle Link from Transpennine Trail at Langsett/Dunford to Deepcar/Oughtibridge
Proposer	BMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Possible EPIP funding.
What it Includes	Specific Infrastructure improvements.
Where it will be Implemented	Langsett/Dunford to Deepcar/Oughtibridge.
Who will be Affected	Commuters and visitors to the Langsett/Dunford to Deepcar/Oughtibridge area.
Economic Benefits	Improving the offer of sustainable modes will increase usage and reduce congestion.
The Carbon Benefits	Reducing congestion reduces carbon production.
Financial Case and Risk Sharing	Lack of funding. Land ownership consent issues.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The route will be maintained by Barnsley MBC and Sheffield CC respectively after works have been completed.
Decision	In principle the proposal meets the LSTF carbon reduction goal, as the proposal provides the facility to encourage sustainable travel. However, the location of the proposal does not support the priority areas in our bid. Therefore, the proposal has been excluded.

Requirement	Details
Scheme Name	Doncaster Greenways Cycling Project
Proposer	DMBC
LSTF Capital Cost Requested £	£250,000
LSTF Revenue Cost Requested £	£250,000
Local Contribution £	Potential but no detail.
What it Includes	Roman Ridge and Conisbrough Woodfield; The Roman Ridge Greenway (5.76km) links from York Road at Scawsby to Redhouse Interchange, Chase Park, at junction 38 of the A1(M); Woodfield Greenway (7.35km) will provide an important link between the settlements and employment sites of Conisbrough, Balby and Doncaster Leisure Park.
Where it will be Implemented	Doncaster.
Who will be Affected	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
Economic Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policy H is met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	The proposal meets the LSTF goals and the proposal is located in a priority area. The proposal was included in the key component bid as part of the cycle package.

Requirement	Details
Scheme Name	Active Travel Infrastructure Upgrade
Proposer	BMBC
LSTF Capital Cost Requested £	£1,000,000
LSTF Revenue Cost Requested £	£1,000,000
Local Contribution £	No detail provided
What it Includes	Prioritisation and signage of existing on and off highway under used, little know links to encourage safer cycling across the borough. These links would improve access to education, retail, employment and health sites. Upgrade the existing off highway links such as parts of the PROW network that link residential areas to key sites, building on the success of those to Carlton ALC. Installation of cycle parking in the urban centre and Principal towns set out in the LDF A major promotional campaign to raise awareness of these new links and how easy they are to use to avoid traffic congestion – focusing on actual journey times compared to peak car journey times.
Where it will be Implemented	Barnsley
Who will be Affected	Commuters and visitors to Barnsley district.
Economic Benefits	The typical cost ratios of active travel projects are many times greater than the threshold of 2:1 which is considered by the Department for Transport as 'high' value for money. Investment in infrastructure which enables increased activity levels amongst local communities through cycling and walking is likely to provide low cost, high-value options providing benefits for our individual health, the NHS in terms of cost savings, and for transport as a whole.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, T, V, W are met.
Management Case and Deliverability	Derbyshire County Council has been instrumental in developing some of the earliest multi-user traffic free trails in the country and over the last thirty years has continued to provide new Greenway routes as opportunities have arisen that provide safe and enjoyable access to the countryside. Many of these routes follow former transport corridors left as a legacy of previous industrial activity. They also follow improved existing PROW and new access provision through the reclamation of disused sites through private landowner agreements. Greenways have also been developed by district and borough Local Authorities, the Peak District National Park and corporate landowners, such as the Water Companies and British Waterways.
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	The key elements of this proposal are the focus of other proposals that have been included in the bid. This proposal has limited detail on costs and no defined funding partners.

Requirement	Details
Scheme Name	Greenwheels Sheffield
Proposer	Greenwheels
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£750,000
Local Contribution £	Potential but unconfirmed.
What it Includes	Greenwheels Sheffield would be set up and operate two sites as 'hubs' of the Sheffield City Region sustainable transport infrastructure, one at Meadowhall, and one near Sheffield train station, and would go out to the communities of Sheffield with practical sustainable transport solutions.
Where it will be Implemented	Sheffield.
Who will be Affected	Communities in Sheffield.
Economic Benefits	A 'selling added value' evaluation suggests a BCR of 2.1 for the behavioural change impacts on direct participants alone. On top of this there are expected benefits due to the impact on 3000 end-users as well as a benefit of over £180,000 due to 75 participants starting paid employment and accredited training.
The Carbon Benefits	It has been estimated that each person who successfully accepted travel training advice has saved on average 183 kgs of carbon a year. Social marketing activities can reduce car travel by between 740km and 1,44km per household per year and reduce carbon emissions by 17,510 tonnes per annum.
Financial Case and Risk Sharing	Failed partnership working, disagreements may come up only if there is no agreed set of aims and objectives that will be clarified and made collectively.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, L, H, N, R, T, V, W, X, Y, Z are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	We perceive the centre would in a few years become financially self-sufficient by operating many services as a social enterprise. We seek to build a lasting and sustainable resource for the community. Partners include successful social enterprises with experience in running financially effective services. Income generated through bike sales, bike hire, lockers and possible cafe will aid the ongoing viability of the project.
Decision	In principle the proposal is included in the bid through the Community Travel Solutions scheme. However, this proposal has been excluded from the bid because it has limited cost and funding partner information.

Requirement	Details
Scheme Name	Rights of Way Implementation Plan
Proposer	DMBC
LSTF Capital Cost Requested £	£209,530 Capital
LSTF Revenue Cost Requested £	£23,270 Revenue
Local Contribution £	No detail provided
What it Includes	As urban areas have grown over the past 60 years informal routes that once were in the rural environment now exist alongside adopted highways. The original routes tend to be managed to a lower standard than those recorded on the list of streets, for example they may be unsurfaced and have no streetlights making them unsuitable for some utilitarian journeys.
Where it will be Implemented	Doncaster.
Who will be Affected	Pedestrians accessing rail stations.
Economic Benefits	Improve pedestrian access to rail stations, by surfacing informal paths, to make it convenient for people to make frequent use of services which already are in operation Improve the urban environment including the pedestrian infrastructure Improve connectivity and use existing network and assets more efficiently.
The Carbon Benefits	Encourage public transport use instead of car travel especially for commuter trips.
Financial Case and Risk Sharing	No detail provided on funding partners.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, H, K, M, S are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Once the improvements have been made, the need for and cost of maintenance will be reduced. Improving and promoting the routes will help encourage a cultural change; use will increase and continue beyond the life of LSTF.
Decision	The concept of improving pedestrian routes has been included in the bid and this proposal has been revised to compliment the other Greenways project identified to be included in the key component. The focus of the revision is to improve links to the public transport network.

Requirement	Details
Scheme Name	Cycling to School
Proposer	RMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,000,000
Local Contribution £	Uncertain as based on LTP funding.
What it Includes	Creating a safe and accessible cycle network to schools within a 2 mile radius, supported by smarter choices measures. This would also provide an extensive cycle network within the borough.
Where it will be Implemented	Rotherham.
Who will be Affected	Young people in Rotherham.
Economic Benefits	Economic benefit is estimated at £750 per child. Additional benefits from safer travel, particularly in our priority areas, where child casualties in SCR concentrate. Studies of similar proposals show a BCR of 4.6 if 300 children adopt a sustainable travel to school behaviour, while in this proposal we expect a higher figure.
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	Schools not participating in the smarter choice activities proposed.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies S, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The introduction of physical infrastructure improvements will have a lasting improvement beyond the life of the LSTF. The benefits would be maintained by ongoing maintenance, and the continuation of smarter choices initiatives. The intention is that the knowledge, skills and understanding that students gained from the smarter choice initiatives would continue beyond the life of the LSTF though sustainable travel choices and improved health.
Decision	The principle behind this proposal has been included in the bid, as improving cycling infrastructure is the focus of the Access to Education scheme. However, this proposal as it is presented here is has been excluded from the bid because it has limited cost information.

Requirement	Details
Scheme Name	Living Streets
Proposer	Living Streets
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£292,000
Local Contribution £	Potential but no detail
What it Includes	Living Streets proposes a package of measures to increase levels of walking in South Yorkshire Engaging with key stakeholders to audit the walking environment Promoting active travel.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Commuters and visitors to the South Yorkshire area.
Economic Benefits	Workplace travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	Car trips in the 2 to 5 mile category contributing 40% of these emissions.
Financial Case and Risk Sharing	The main risk in this package of measures is that there is no guarantee of numbers participating in audits, training and events; however Living Streets will take every possible opportunity to ensure good attendance and participation.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, H, S, W are met.
Management Case and Deliverability	Living Streets have many years experience of engaging with businesses and residents and in a 'third party honest broker' role successfully facilitates focussed and effective engagement programs. The report from a Community Street Audit is a working document which can be referred to for many years because it details immediate low cost improvements alongside longer term aspirations and therefore again will be relevant outside of the funding period. The Community Street Audit not only results in the report, but also is the first step to raising awareness and interest of the local environment and encourages people to start taking notice and responsibility. In a recent Secondary School Map Project such as that recommended here, it was possible to not only identify good walking routes to local facilities, but also it was used to raise the profile of a school, integrate the pupils more with the local businesses and build relations between the pupils and older generations of the community. Therefore this type of process has numerous benefits outside of those stated in the LSTF criteria as well as directly impacting on the number of people using walking as a form of transport.
Commercial Case and Exit Strategy	The report from a Community Street Audit is a working document which can be referred to for many years because it details immediate low cost improvements alongside longer term aspirations and therefore again will be relevant outside of the funding period. A team of trained auditors will also be able to take the work forward outside of the funding period. The maps will remain after the funding period and the schools/workplaces will have experience of undertaking this kind of project and could help others take them forward in the future.

Requirement	Details
Decision	There is no evidence to suggest that the proposal will produce measurable economic benefits and reductions to carbon in its current form. Therefore the proposal has been excluded. However, the principle behind the proposal has been included through infrastructure improvements for both walking and cycling in Access to Education and Access to Employment.

Requirement	Details
Scheme Name	Sheffield Station Cycle Hub
Proposer	Northern Rail
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£200,000
Local Contribution £	£500,000
What it Includes	A cycle hub at the Sheffield station and an innovative cycle hire proposal pilot at small stations.
Where it will be Implemented	Cycle hub and cycle hire in Sheffield and at 11 local rail stations.
Who will be Affected	Those travelling to work (and other activities) in our priority areas. All users of the Sheffield station that will benefit from the services of the cycle hub. New and existing users of small stations that will participate in the cycle hire pilot proposal. Particular focus on those 19% making trips shorter than 2km and the additional 22% making trips between 2km and 5km.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified. The proposal primarily targets people driving up to 1.5 miles to work, which account for almost 10% of local workforce.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Proposal to be delivered in partnership with Network Rail, Northern Rail, and a very significant proportion of the funding and financial risk is covered by partners.
Strategic Case and Fit to LTP3 Objectives	Very strong LTP3 fit.
Management Case and Deliverability	High deliverability due to flat corridors, 90% off-road, already identified for the proposal. Strong partnership with main delivery partners at Network Rail and Northern. Previous similar proposals result in 31% of participants walking or cycling to work frequently.
Commercial Case and Exit Strategy	The capital investment will leave a lasting legacy after the fund period, while the revenue element will continue to be run by partners.
Decision	The proposal meets the LSTF goals, because the cycle hub is located in close range of employers and links rail travel with other sustainable modes. The proposal has well developed funding partners and detailed costs. The proposal was included as part of the Access to Employment scheme.

Requirement	Details
Scheme Name	CTC package
Proposer	CTC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£290000 approx
Local Contribution £	CTC will provide first year in kind match funding of circa £210,000
What it Includes	Project Management Package; Travel Behaviour Change Package - uses proven social marketing and education approaches and applies them to a town, city or region; if your LSTF bid aims to increase cycling trips through more intensive intervention to create a cycling culture in a targeted area then you need the capacity brought by CTC Development Officers who work intensively and flexibly in specific areas or communities that you choose; If your LSTF bid aims to increase cycling trips through highly visible flagship cycling projects then we recommend a CTC Cycle Hub. We can establish these at railway stations, major employers, tourism hot spots, community centres and leisure sites. On site activities might include bike maintenance, recycling, storage, cycle hire, education, volunteer support, led rides, crime reduction, health and disability proposals.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Commuters and young people.
Economic Benefits	Travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum.
The Carbon Benefits	The package will establish an online community, a database of programme participants and incorporate a comprehensive evaluation methodology that will deliver economic benefits attributed to: 54% of participation by non or occasional cyclists, 206kg CO2 of annual carbon savings per person and a 40% measurable shift in travel behaviour.
Financial Case and Risk Sharing	CTC will be able to supply evidence of proven success by target area; we therefore need to know the targets of the SYPTE bid when agreed; We acknowledge the advanced state of the SYPTE bid and the work undertaken to date culminating in your implementation plans. Specific identification of the sector(s) of travel you want to affect are a pre-requisite of your bid; following advice gained from the DfT seminars the picture will be more clear. We will not be in a position to support a bid where defined criteria have not been established A full risk analysis of any agreed package will be delivered following an agreement to proceed with partnering. Risks are mitigated as the packages will be tailored, assessed, controlled and delivered by qualified project managers (PRINCE2 accredited).
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, H, G, F, I, L, N, P, S, T, U, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The CTC packages educate, train and leave legacy. We are experienced in sustainability and can provide evidence, demonstrate ongoing programmes and can provide independent evaluation of multi-million pound initiatives. The CTC Cycling Champions programme, Bike Club

Requirement	Details
	and Workplace Challenge methodology are current and transferable to the SYPTE STF bid.
Decision	Excluded. LSTF does not fund some key elements of this proposal, such as project management.

6.ALTERNATIVE FUELS

6.1. INTRODUCTION

The Alternative Fuels Delivery Set will take the first steps towards increasing the profile and proportion of carbon-efficient vehicles.

Each of the proposals presented below were presented for the Alternative Fuels Delivery Set. At the bottom of each proposal is the decision that was made as to whether the scheme was excluded or included in the bid. In each case the reason behind this decision has also been provided.

Requirement	Details
Scheme Name	Gas vehicle demonstration fleet (natural gas/biomethane)
Proposer	SCC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Private sector companies contribute to local/lease costs. Vehicle providers contribute vehicles at cost. Anaerobic digestion/sewage treatment companies provide feed.
What it Includes	Demonstration of feasibility of gas vehicles in fleets and exploit opportunities in terms of emissions reduction, and cost savings, and the production of vehicle fuel from waste at a local level.
Where it will be Implemented	South Yorkshire
Who will be Affected	No details provided
Economic Benefits	Evidence of value for money is widely available; Evaluation study has been produced for Sheffield City Council gas vehicle gas vehicle demonstration project (2010 – 2011). Further evidence may be available from Veolia who currently operate natural gas refuse collection vehicles within Sheffield.
The Carbon Benefits	Will contribute to reduced carbon, air pollutant and noise emissions, improving health; Will provide market for biomethane from anaerobic digestion, including sewage treatment; Will create demand for gas refuelling infrastructure; will reduce operating costs (fuel).
Financial Case and Risk Sharing	Uncertainty of residual value of vehicles until market is firmly established.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies R, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The objective is to demonstrate the viability of gas vehicles. Ownership beyond the lifetime of LSTF would be sustained through fleet operators.
Decision	The proposal meets the LSTF goals for carbon reduction. This proposal has limited detail on costs and a more viable proposal for alternative vehicles has been put forward for electric vehicles. The proposal has been excluded.

Requirement	Details
Scheme Name	Electric Vehicle Demonstration Fleet
Proposer	SCC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Private sector partners (users) contribute to loan / lease costs. Evaluate vehicle performance. Evaluation of driver behaviour. Private sector partners (OEMs) contribute vans at cost.
What it Includes	Establishing a demonstration pool of vehicles that SME's can access for a trial period at a discounted rate. The pool will include trucks, vans and cars to meet the diverse needs of SME's. We expect at least 150 businesses to participate.
Where it will be Implemented	South Yorkshire
Who will be Affected	The direct beneficiaries of this proposal are SME's that will be given the opportunity to trial electric vehicles at nearly half the commercial cost.
Economic Benefits	This project will stimulate the market for EVs in South Yorkshire providing opportunities for businesses to start-up and grow. The project will reduce the running costs of individuals and families that participate as it costs around £2 to charge a vehicle and maintenance costs are significantly cheaper. Finally the project will reduce air pollution and could prevent Local Authorities being fined for failing to contribute to the European Union's binding air quality targets. We expect at least 150 businesses to participate in the pilot and 180 electric cars being used over 3 years.
The Carbon Benefits	Poor Air Quality leads to poor human health. National estimates of the health impact of air pollution translate locally up to 500 deaths brought forward each year in Sheffield, with estimated health costs of around £95 million per year. This is likely to be an underestimate because these figures do not take account of morbidity (air quality related ill health), or secondary costs to wider services and families. Impacts of poor air pollution are experienced unevenly across communities- The average range achievable from the electric vehicles was 72.4 km emitting 81.4 g CO2/km when recharged with UK average grid mix electricity. If EV's are charged with cleaner sources of electricity, the vehicles achieve average emissions of 45.0 g CO2/km from CHP (combined heat and power) and 0 g CO2/km from renewable electricity. The variation in range was +/- 40 km depending on operating conditions. Electric cars powered from today's grid could emit up to 40% less carbon than petrol car of similar size[10]. Reduction is much greater if vehicles are charged with cleaner sources of electricity. The first 150 businesses participating in this proposal will result in a saving of at least 6,300 tonnes of carbon.
Financial Case and Risk Sharing	Insufficient interest amongst individuals and families in trailing EVs. Whilst this risk would have a large impact, it is unlikely to occur. A demonstration pool is operating across the North East and they have recently ordered a further 20 vehicles to satisfy demand, taking their pool of vehicles to 35. CO2Sense doesn't attract funding from the ERDF to deliver the Plugged in Yorkshire project. Funding of &1.7m is secured from ERDF and local partners.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies R, V are met.

Requirement	Details
Management Case and Deliverability	Phased delivery is the concept behind the introduction of EV as a pilot first. The drive for the proposal comes from its ability to demonstrate to businesses how cost-effective EV would be for them. The pilot stage is intended to generate this interest in order to be able to launch EV more widely at the next stage.
Commercial Case and Exit Strategy	This is a demonstration project that will address one of the key market failures that is inhibiting the adoption of electric vehicles, namely imperfect information. As the Treasury's Green Book states "information is needed for a market to operate efficiently. Buyers need to know the quality of the good or service to judge the value of the benefit it can provide." As a new technology electric vehicles are substantially more expensive to purchase than vehicles with internal combustion engines. Whilst this initial upfront cost is, over time, offset by the lower running costs, potential purchasers again have imperfect information about the overall balance of cost. The RAC Foundation report "Market Delivery of Ultra-Low Carbon Vehicles in the UK" (January 2011) finds that "the willingness-to-pay for new vehicle technologies tends, for early adopters, to be limited to a premium of around 15% on the price, and is less for later-adopting market segments, financial incentives are likely to be needed in order to stimulate mass consumer demand." Providing people with first-hand experience of EVs will remove the imperfect information barrier. This project will aim to develop a critical mass of support for electric vehicles and this will remove the need for public sector intervention, thereby achieving sustainability.
Decision	The costs have been refined for the proposal and the £280,000 has been requested for LSTF capital and £163,563 LSTF revenue. Additionally, £905,913 ERDF and £719,600 private sector has been provided as match funding. The proposal meets the LSTF goals for carbon reduction and air quality improvement and has strong evidence to show that economic savings can be made by businesses. The scheme has been included in the bid as Electric Vehicles Pilot.

Requirement	Details
Scheme Name	Natural Gas refuelling stations (with long term option of biomethane)
Proposer	SCC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Not established, but will include some private sector leverage.
What it Includes	This would see the SCR become a leading hub in natural gas technology, and infrastructure, the first in the UK and would further stimulate investment in production of biomethane (already strong interest from Kelda Water).
Where it will be Implemented	Sheffield City Region.
Who will be Affected	Users of alternative fuel vehicles.
Economic Benefits	The economic modelling will need further developing for all stations but there is huge potential to stimulate private sector investment across the SCR region in the long term (requires some stimulus from LSTF in the short term).
The Carbon Benefits	Gas vehicles are more carbon efficient that regular vehicles.
Financial Case and Risk Sharing	Uncertainty on level of uptake/use of station (however expect to establish customer base early on).
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G, R, U,V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The concept needs an initial impetus to kick start the rollout of natural gas vehicles and infrastructure in the UK. Economic modelling done to date shows quite clearly the station can create significant incomes/profits once initial capital investment can be overcome. Natural gas vehicles (both passenger, light vans and HGV;s are available in abundance across Europe and can easily become available in the UK if demand is created). There is also huge potential for retrofit technology particularly in buses which is of significant interest to bus service operators.
Decision	Excluded. The proposal does not have detailed costs or funding partners. Given the focus of the key component bid and the main bid, the decision was to exclude this in favour of proposals that targeted commuters and private vehicle occupancy.

Requirement	Details
Scheme Name	Coal Mine Gas Project Assessment (Dearne Valley)
Proposer	SCC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Study to identify if coal mine gas can be extracted to fuel buses leading to Low Carbon, low cost bus services operating on the in the Dearne Valley.
Where it will be Implemented	Dearne Valley.
Who will be Affected	People seeking employment in the Dearne Valley.
Economic Benefits	VFM as potentially unlocking volumes of unused resources which would have economic benefit for Dearne.
The Carbon Benefits	No details provided
Financial Case and Risk Sharing	No details provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G, R, U, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Phase 2 of the project would assess the sustainability of the gas and refuelling station.
Decision	Excluded. Although the proposal is likely to increase economic productivity in one of our priority areas, the proposal does not fulfil the objectives of LSTF.

7.FLEXIBLE TRANSPORT

7.1. INTRODUCTION

The Flexible Transport delivery set focuses on reaping the economic and carbon benefits from non-traditional alternatives to a single-occupancy car. This includes facilitating a range of alternative options for travelling to work.

Each of the proposals below were presented for Flexible Transport. At the bottom of each proposal is the decision that was made as to whether the scheme was excluded or included for the bid. In each case the reason behind this decision has also been provided.

Requirement	Details
Scheme Name	Rotherham Car Share Signage Project
Proposer	RMBC
LSTF Capital Cost Requested £	£75,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	£20000 (potential through s106).
What it Includes	This project aims to inform and persuade drivers to increase take-up of the "Carshare South Yorkshire" database. A first phase of the project is already financed and being implemented, however there seems to be a major opportunity to extend the project to increase its impact.
Where it will be Implemented	Rotherham.
Who will be Affected	Car drivers in Rotherham.
Economic Benefits	Reduces congestion.
The Carbon Benefits	A similar proposal in Calderdale has shown carbon savings of 108 Tonnes per annum. Minor air quality improvements.
Financial Case and Risk Sharing	The main risk is that uptake of sharing is poor, however signage projects have been shown to give the highest number of new sharers at least cost.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies G, I, T, V are met. Also supports the strategic goals of promoting economic growth and reducing emissions.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	Excluded. Whilst the proposal goes some way to meeting the LSTF goals, eg, works towards securing carbon reductions and stimulating the economy, it does not fulfil all requirements of the bid.

Requirement	Details
Scheme Name	Taxi Sharing Proposal
Proposer	SCC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Subject to agreement.
What it Includes	More cost effective and efficient use of taxis through (a) shared routing and (b) passenger led initiatives to determine their own routes to improve access in Sheffield, inter-city travel including to airports.
Where it will be Implemented	Sheffield.
Who will be Affected	People hailing taxis in Sheffield.
Economic Benefits	Reduced congestion due to taxis.
The Carbon Benefits	Reduced number of taxis doing short journeys with 1 person in the cab.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, F, K, L, N, P, R, T, U, V, W, Z are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	Excluded. This proposal does not included details of cost or funding partners. There is also no evidence to suggest that the proposal meets the LSTF goals for economic growth and carbon reduction.

Requirement	Details
Scheme Name	Car Share South Yorkshire Website Upgrade
Proposer	LiftShare
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£48,000
Local Contribution £	Potential £80,000 (56K LA, 24k Local Employer)
What it Includes	Upgrading the Car Share South Yorkshire website, with a target of 3 to 4 times more users than its current 6,000 members. Expanding the scope of the website to include "bike and walk buddies" and private car share groups for businesses or individuals.
Where it will be Implemented	Website. Currently has 1776 members, project is targeting a total of 6000 members.
Who will be Affected	The direct beneficiaries of this proposal are SME's that will be given the opportunity to trial electric vehicles at nearly half the commercial cost.
Economic Benefits	Reduced congestion due to fewer cars on the road.
The Carbon Benefits	Liftshare estimate that the current 1776 proposal members saves over 650,000 vehicle miles, which equates to 215 tonnes of carbon dioxide. The project aims to more than treble these totals. Removing over 2 million vehicle miles from network usage will impact on congestion, with consequent improvements to journey times.
Financial Case and Risk Sharing	Funding of &1.7m is secured from ERDF and local partners.
Strategic Case and Fit to LTP3 Objectives	Strong LTP3 fit.
Management Case and Deliverability	Lifeshare are experienced delivery partners.
Commercial Case and Exit Strategy	This project will stimulate the local market for EV. Since it will save businesses running and maintenance costs, the business model behind the proposal is based on exposure of the market to this product which will later grow by itself.
Decision	Included. The proposal has defined funding partners and meets the LSTF goals. The costs requested for the projected were refined and £368,000 was requested for revenue and £150,000 capital from LSTF. A local contribution of £5000 was provided. The scheme has been included under the name Car Sharing.

Requirement	Details
Scheme Name	Car Club in BMBC
Proposer	BMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,000,000
Local Contribution £	No detail provided
What it Includes	Establishment and promotion of a car club for the BMBC area.
Where it will be Implemented	Barnsley.
Who will be Affected	Commuters in Barnsley.
Economic Benefits	Reduced congestion.
The Carbon Benefits	Reductions in carbon and other harmful emissions.
Financial Case and Risk Sharing	Lack of take up, set-up costs can take some time to recoup, insurance rates.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies R, T, U, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	The car club concept has been included in the bid, but a proposal focussed on Barnsley has been excluded. This proposal does not include sufficient detail for costs and funding partners.

Requirement	Details
Scheme Name	Car Share South Yorkshire (CSSY) website (Annual Licences)
Proposer	QoLDG Implementation Plan
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£60,000
Local Contribution £	No detail provided
What it Includes	Annual licences for current car share proposal.
Where it will be Implemented	South Yorkshire.
Who will be Affected	New and existing users of the car share proposal.
Economic Benefits	Reduces congestion.
The Carbon Benefits	Reduces number of vehicles on the road.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	Strong LTP3 fit.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	The idea has been included, but this proposal has been excluded from the bid due to limited funding information.

Requirement	Details
Scheme Name	Workstyle Advice Sessions for Employers
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£131,500
Local Contribution £	£85,000
What it Includes	Workstyle advice sessions for employers. To be outsourced – workshops will engage with groups of employers, some of whom will be encouraged to take part in audits of their companies to see opportunities for workstyle initiatives. This includes home working and remote working, which can reduce the need to travel.
Where it will be Implemented	Throughout SCR, with particular focus on priority areas where remoteness is a barrier to economic growth.
Who will be Affected	Workstyle Advice will support 12,000 subscribers per year, which will use the network for home working, national and international tele-conferencing and so on. The project will benefit a range of businesses and communities. Partners in this proposal include District Councils.
Economic Benefits	When an activity that involved travel is substituted by an activity that does not, a travel time saving of 100% in incurred. There are additional benefits related to congestion, emissions, business productivity, risk of accident and benefits from reduced need to more expensive transport infrastructure. The Highways Agency has estimated that BCR for a similar proposal is in a range between 3.5 and 13. This will help businesses to be more efficient, save money (e.g. reducing office space needed) and to improve their ability to retain and attract staff. Note that it is up to them whether they take forward the recommendations of the audits. The total distance travelled (in vehicle-kilometres) in Sheffield City Region has been rising year on year until 2008, with an annual growth of some 10.4%, against a national average of 8%. Buses tend to get caught in congestion pinch-points on important routes, and their travel times have worsened since 2006 by over 20% 99% of women return after maternity leave (national average = 47%).
The Carbon Benefits	Modal shift. Fig 8.2 – 'CO2 emissions'; 'Progress with delivering travel planning and advice'. By achieving a reduction of 8% in kilometres travelled by employees we would expect to see a carbon saving of 35,000 tonnes.
Financial Case and Risk Sharing	The proposal funding arrangement is based on a significant contribution from a private sector partner. The substantial efficiency saving it offers to businesses increase the chance of strong partnership working and reduces financial risk. A key risk is that businesses won't act on the audits That businesses won't be interested, e.g. if they are already advanced in workstyle.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies L, V are met.
Management Case and Deliverability	The highly-technical element of the proposal is delivered by partners, to support 12,000 subscribers per year. The Work Style initiative is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.

Requirement	Details
Commercial Case and Exit Strategy	The substantial efficiency savings the proposal offers to businesses, and the fact that the technical expertise is provided by a private sector partner, reduce the commercial risk. The digital infrastructure that will be created during the LSTF period will continue to be used and also increase awareness of the benefits, so that no future support is required. The intention is that these audits will lead to action that will change how businesses operate.
Decision	The proposal has good fit with the LSTF goals, the proposal increased economic growth, as it allows for more flexible working options and reducing the need to travel. The proposal was included alongside Digital Region because the proposals complement each other and can work together as a package.

Requirement	Details
Scheme Name	Wheels to Work
Proposer	Network Accessibility
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£900,500
Local Contribution £	£207,600 SCT
What it Includes	The proposal has assisted over 400 people into work and nearly 100 into training since July 2008. It is, therefore, vital that alternative sources of funding are identified in order to protect the current provision and to assist many more people who, without SYW2W, would not be able to take up new employment or training.
Where it will be Implemented	South Yorkshire.
Who will be Affected	People who have transport as a barrier to them entering jobs and training.
Economic Benefits	Aims to support 850 people to access jobs and training reduction in social exclusion; benefit to business through wider pool of employees.
The Carbon Benefits	Wherever possible participants will be encouraged to use cycles. Electric bikes will be provided as an alterative.
Financial Case and Risk Sharing	Without STF funding the W2W proposal's continuing operation would be jeopardised and people who live or work in areas outside the reach of public transport or who work unsocial hours will lose work and training opportunities and the region's economy will suffer accordingly.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies D, G, K, F, T, W are met.
Management Case and Deliverability	The partnership is already in place and the proposal has been successful. 211 Beneficiaries per annum helped into work or training; average of 115 Beneficiaries using the proposal each month.
Commercial Case and Exit Strategy	No detail provided
Decision	The costs were refined to include safety training and further contributions have provided by Coalfield Regeneration to the value of £268,031. The proposal has been included in the Key Component; it meets both the LSTF goals and the objectives of our bid.

Requirement	Details
Scheme Name	Car Club Development (CarPlus)
Proposer	Car Plus
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Enhancement of South Yorkshire's existing car club, in partnership with a commercial provider such as Mercedes-Benz, to deliver a step change in the impact of the service and operate low-carbon vehicles. The service would be designed to give members a high level of flexibility in the duration of car use and it's pricing. The funding is required to create dedicated on-street parking bays for 200 vehicles belonging to the club.
Where it will be Implemented	The project builds on an existing car club in Sheffield, with an intention to introduce satellite clubs in Rotherham, Barnsley and Doncaster, building on Sheffield's experience.
Who will be Affected	Anyone who holds a driving license will be able to join the car club. The proposal will enable them to use a car when necessary without the high fixed costs of car ownership, which encourage a more frequent use of private cars. The general public will benefit from the reduction in congestion, emissions and casualties.
Economic Benefits	30,000 drivers across hundreds of private organisations would receive training in driving efficiency, either directly or via driving instructors who participate in the proposal. Due to the wide outreach, the savings they will incur would add up to a significant impact.
The Carbon Benefits	The Energy Saving Trust estimates that driver training can reduce fuel consumption by 15%. A 15% reduction applied to 30,000 drivers would save 11,400 tonnes of carbon during the period of the fund.
Financial Case and Risk Sharing	A key feature of the proposal is combining savings to participating organisations, service improvements to customers and carbon reduction within a single agenda.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: high business productivity, low-carbon travel culture. Good LTP3 fit.
Management Case and Deliverability	The proposal combines several activities previously coordinated in separation. Joint working with the freight sector, public transport operators and driving instructors is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Drivers adopting a carbon-responsible driving style would apply what they have learnt beyond the LSTF period, and the training to instructors would further enhance the impact, providing returns even if the academy is only active for the duration of the fund.
Decision	The costs have been refined and an LSTF revenue cost of £800,000 and an LSTF capital cost of £200,000 has been included in the bid. A local contribution of £320,000 has been provided. The proposal meets the LSTF goals. The scheme has been included in the bid as The Car Club.

Requirement	Details
Scheme Name	Digital Region
Proposer	No detail provided
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	To transform SCR into a first class digital hub. Supporting the business sector in developing a capability to enable remote working in a way that boosts business efficiency and reduces emissions and congestion. The proposal will reduce business costs and the need to travel by enabling a wide variety of applications.
Where it will be Implemented	Across SCR.
Who will be Affected	The Digital Region project will support 12,000 subscribers per year, which will use the network for home working, national and international tele-conferencing and so on. The project will benefit a range of businesses and communities. Partners in this proposal include District Councils, Chambers of Commerce & employers.
Economic Benefits	When an activity that involved travel is substituted by an activity that does not, a travel time saving of 100% in incurred. There are additional benefits related to congestion, emissions, business productivity, risk of accident and benefits from reduced need to more expensive transport infrastructure. The Highways Agency has estimated that BCR for a similar proposal is in a range between 3.5 and 13.
The Carbon Benefits	By achieving a reduction of 8% in kilometres travelled by employees we would expect to see a carbon saving of 35,000 tonnes.
Financial Case and Risk Sharing	The proposal funding arrangement is based on a significant contribution from a private sector partner. The substantial efficiency saving it offers to businesses increase the chance of strong partnership working and reduces financial risk.
Strategic Case and Fit to LTP3 Objectives	Good LTP3 fit.
Management Case and Deliverability	The highly-technical element of the proposal is delivered by partners, to support 12,000 subscribers per year. The Work Style initiative is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change unit.
Commercial Case and Exit Strategy	The substantial efficiency savings the proposal offers to businesses, and the fact that the technical expertise is provided by a private sector partner, reduce the commercial risk. The digital infrastructure that will be created during the LSTF period will continue to be used and also increase awareness of the benefits, so that no future support is required.
Decision	The proposal has good fit with the LSTF goals, the proposal increased economic growth, as it allows for more flexible working options and reducing the need to travel. The costs have been refined and £600,000 was requested for LSTF revenue and a local contribution of £300,000 was provided. The proposal was included as Digital Region.

8.TRAFFIC MANAGEMENT

8.1. INTRODUCTION

The Traffic Management Package will help to improve the efficiency of the existing network, improve productivity and reduce carbon emissions. This will increase the attractiveness of Sheffield City Region as a place for businesses to come and invest.

Each of the proposals below were presented for Traffic Management. At the bottom of each proposal is the decision that was made as to whether the scheme was excluded or included in the bid. In each case the reason behind this decision has also been provided.

Requirement	Details
Scheme Name	Eco Driving – training information and support
Proposer	SCC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£270,000
Local Contribution £	£60,000 (Private and public sector funding for driver training).
What it Includes	Training information and support.
Where it will be Implemented	South Yorkshire
Who will be Affected	Train 8000 drivers over 4 year period with potential to save £1.6m to £2.7 m in fuel costs to local businesses Whilst smarter driving is not new, it enables direct fuel and emissions savings for partner organisations wishing to address costs and environmental issues. The SCR would be probably the largest region where this type of project has been instigated.
Economic Benefits	Will reduce operating costs when set against a continuing increasing fuel price scenario Will contribute to decreasing accidents.
The Carbon Benefits	Will contribute to reduced carbon emissions and air pollutants – improving health.
Financial Case and Risk Sharing	Low uptake.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies R, U, T are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	After initial phase, increase costs for driver training to cover the proposal.
Decision	The idea behind the proposal has been included in the bid through the creation of the Transport Academy scheme, which includes the provision of driving instructor training, HGV driver training and bus driver training.

Requirement	Details
Scheme Name	20mph zones/speed limits in Rotherham Town Centre and key areas
Proposer	RMBC
LSTF Capital Cost Requested £	£600,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Uncertain as based on LTP funding.
What it Includes	The introduction of 20mph zones/speed limits in Rotherham Town Centre, the outlying District Centres and some residential areas (including ensuring new build residential areas are designed to facilitate the introduction of a 20mph zone/speed limit). The new lower speed limit would be supported by the introduction of complimentary traffic calming measures where necessary and appropriate to ensure vehicles travel at the new lower limit.
Where it will be Implemented	Rotherham
Who will be Affected	Residents and visitors to central Rotherham.
Economic Benefits	This proposal would improve safe routes to schools within the proposed proposal area. This proposal would encourage people to travel to employment in the town centre by sustainable travel means, supporting economic growth. The Capital cost of introducing 20mph zones/speed limits is relatively small. When this is compared with the potential savings from reduced accident numbers this gives an initiative with a high benefit to cost ratio. Benefits in terms of improved heath, lower carbon emissions and reduced congestion resulting from a more attractive environment for walking and cycling.
The Carbon Benefits	Reducing speeds to 20mph reduces emissions.
Financial Case and Risk Sharing	Implementation of this initiative could be delayed by any objections during the consultation process for each proposal.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies H, S, W, Y are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	When implemented 20mph zones/speed limits will produce benefits over subsequent years in terms of reduced vehicle speeds and reduced numbers and severities of accidents. The benefits would also be maintained by continuing to implement 20mph zones/speed limits and by ongoing maintenance.
Decision	Excluded. The proposal does not present substantial evidence to show that it fulfils the economic and carbon reduction goals of LSTF. There is also limited detail on cost and uncertainties over match funding.

Requirement	Details
Scheme Name	Town Centre Parking Improvements
Proposer	DMBC
LSTF Capital Cost Requested £	£100,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Staff resource, undefined.
What it Includes	An audit has identified the need to improve the quality of some car parks through improving pedestrian access, enhanced disabled facilities, improved signing, security and lighting. Project will include public realm \ landscaping where appropriate. Potential to link car parks to VMS as part of ITS project. Potential to introduce electric charging points.
Where it will be Implemented	Doncaster
Who will be Affected	Residents and visitors to Doncaster Town Centre.
Economic Benefits	High quality parking will provide catalyst for increased attractiveness of the town centre generating increased footfall, shopping and leisure opportunities.
The Carbon Benefits	No detail required
Financial Case and Risk Sharing	No detail required
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies H, J, R, V are met.
Management Case and Deliverability	No detail required
Commercial Case and Exit Strategy	The infrastructure will be in place beyond the life of LSTF.
Decision	Excluded. Whilst improving car parking facilities increases the attractiveness of a place and therefore acts as an economic catalyst, this proposal also increases the attractiveness of driving so no evidence can be found to show that the proposal will meet the carbon reduction LSTF goal. Match funding is yet to be sourced.

Requirement	Details
Scheme Name	Freight Consolidation Centres
Proposer	SCC
LSTF Capital Cost Requested £	£3,000,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	No detail provided
What it Includes	This would facilitate partnership working, reduction in vehicle emissions through the uptake of low emissions (gas / biomethane and electric) vehicles.
Where it will be Implemented	No detail provided
Who will be Affected	Freight haulers.
Economic Benefits	No detail provided
The Carbon Benefits	Will contribute to reduced carbon, air pollutant and noise emissions – improving health; Will encourage market for low emissions vehicles (gas / biomethane) and electric; Will encourage demand for gas refuelling and EV charging infrastructure; Will reduce operating costs (fuel).
Financial Case and Risk Sharing	Uncertainty of finding suitable and appropriate location and on the level of uptake and use of Distribution Centre.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies L, R, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The consolidation centre will be in place beyond the life of LSTF.
Decision	Excluded. Whilst the proposal fulfils the economic growth and carbon reduction goals of LSTF, it is not compatible with the objectives of our bid.

Requirement	Details
Scheme Name	Mushroom Roundabout Improvements
Proposer	RMBC
LSTF Capital Cost Requested £	£1,050,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Uncertain as based on LTP funding.
What it Includes	Signalise the junction of Oldgate Lane and Doncaster Road to provide controlled pedestrian facilities, control the flow of traffic and improve bus journey time reliability between Rotherham and Doncaster. Continue with existing plans to signalise Mushroom Roundabout. This helps reduce congestion at the junction, increase road safety and provide controlled crossing points for pedestrians and cyclists for access to residential areas, places of employment and key bus routes. The proposal also increases bus time reliability.
Where it will be Implemented	Rotherham
Who will be Affected	All users of the roundabout and surrounding road network will have improved speed of movement.
Economic Benefits	The cost/ benefit ratio of the proposal has been calculated at 3:1, with regards to journey time savings alone. Wider benefits will result form increases in the number of pedestrians and cyclists with regards to improved health, contribution towards reducing congestion, and potential reductions in carbon outputs.
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	Delays are possible should the proposed proposals be objected to by the public or motoring organisations. Financial risks include the need for diverting statutory undertakings which may lie within the vicinity of the proposed junctions. Diversions of this apparatus can add significant costs to a proposal.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policies F, G, H, I, K, L, N, R, S, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Beyond the LSTF the sites will be maintained under the Urban Traffic Controls maintenance budget up to the 15 year lifetime of new signal equipment. Towards the end of the lifetime the need for signal equipment will be re-assessed under the standard Rotherham MBC procedures.
Decision	Excluded. Project management for the LSTF bid requested that all packages capital elements be reduced by 30%. Rotherham noted that proving they had reasonable capital in other packages they would accept that this project could be removed to reconcile the capital revenue splits for the bid. As Rotherham had overall the highest amount of capital it was considered acceptable to remove this proposal to meet the request for capital reductions.

Requirement	Details
Scheme Name	Traffic Islands
Proposer	RMBC
LSTF Capital Cost Requested £	£500,000
LSTF Revenue Cost Requested £	£0
Local Contribution £	Uncertain as based on LTP funding
What it Includes	To provide traffic islands at various locations throughout the Metropolitan Borough of Rotherham, at locations, this may not meet the criteria for controlled crossings, but would assist pedestrians.
Where it will be Implemented	Rotherham
Who will be Affected	Pedestrians crossing main routes across the borough of Rotherham.
Economic Benefits	An increase in pedestrian safety reduces costs to the health service.
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	It is not yet known how much LTP funding would be available to contribute towards the initiative.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies S, V, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The proposal provides the infrastructure to promote walking as a sustainable travel choice. The benefits would be maintained by continuing to implement Smarter Choices measures (as outlined in other bids) and by ongoing maintenance.
Decision	Excluded. There is no evidence to suggest that the proposal fulfils the economic or carbon reduction requirements of the fund.

Requirement	Details
Scheme Name	North Doncaster Access
Proposer	DMBC
LSTF Capital Cost Requested £	£1,400,000
LSTF Revenue Cost Requested £	£400,000
Local Contribution £	Address a number of issues currently restraining sustainable use of the north Doncaster area.
What it Includes	Doncaster
Where it will be Implemented	Local community -over 40,000 residents in the north of Doncaster.
Who will be Affected	Improved access and journey times to the north of Doncaster.
Economic Benefits	Increases attractiveness of sustainable modes, reducing dependency on the car.
The Carbon Benefits	Increases attractiveness of sustainable modes, reducing dependency on the car.
Financial Case and Risk Sharing	Detailed funding partners are involved.
Strategic Case and Fit to LTP3 Objectives	The proposal has good fit with out LTP3 goals.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The proposal will be fully delivered during the LSTF period.
Decision	Included: The proposal fulfils the principles of the LSTF, it reduces carbon by introducing improved access for multiple sustainable modes including cycling, walking, local rail and bus. The proposal had strong links to the economic growth goal as it directly benefits up to 60ha of development land, unlocking jobs and housing. The proposal capital cost was reduced by £600,000. This scheme has been combined with the Waterfront project to form the Access to Regeneration scheme, which had a total capital cost of £2,090,000 and a revenue cost of £710,000. The local contribution was £2,660,000.

Requirement	Details
Scheme Name	ECO Stars Fleet Accreditation
Proposer	BMBC
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£350,000
Local Contribution £	£125,000
What it Includes	Providing formal recognition to fleet operators for their efforts to train staff in fuel-efficient driving methods and implement fuel management regimes. Approximately 6000 vehicles will be targeted.
Where it will be Implemented	Sheffield City Region.
Who will be Affected	Commercial vehicle and fleet operators who could benefit from the savings that efficient driving offers and the recognition of their high-quality performance.
Economic Benefits	Eco Stars can save local businesses up to £2500 per vehicle per year. With an estimated 6000 vehicles participating in the proposal, this adds up to a saving of £2 million to businesses. Benefits from the recognition of participants as leaders in sustainable logistics come on top of this. Health benefits from reduced emissions are material.
The Carbon Benefits	Reductions in carbon footprint and vehicle emissions will contribute to EU 2015 targets, improved air quality, the health of all residents and visitors and save fuel costs for vehicle operators. This proposal reducing fuel consumption by 5% with an estimated saving of 27,000 tonnes of carbon emissions. There is also evidence of reduction of up to 75% in PM10 emissions and 50% reduction in NOx.
Financial Case and Risk Sharing	Withdrawal of EU funding. Lack of engagement with transport community by the employment of inappropriate consultants. Due to the financial savings the proposal offers to participants there is a high demand for participation, and risks are shared with private sector participants. The rising recognition of the proposal across EU further reduces risk and creates potential future extensions.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies R, U, V, W are met.
Management Case and Deliverability	The proposal branding is being adopted by other authorities and benefits from NHS and EU support. Delivery arrangements already exist and operate successfully, and can be easily scaled up.
Commercial Case and Exit Strategy	Due to the financial savings the proposal offers to participants there is a high demand for participation, and risks are shared with private sector participants.
Decision	This proposal meets the requirements of LSTF for both economic growth and carbon reduction. There is evidence to show that incentivising will produce results. This proposal has been included in the bid. The costs were refined and £275,000 was requested as revenue from LSTF and £75, 000 was provided by partner contributions.

Requirement	Details
Scheme Name	Signalised Junction Review
Proposer	RMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	£600,000
Local Contribution £	Uncertain as based on LTP funding.
What it Includes	To review a number of signalised junctions around the borough with a view to maximising their operation and including or increasing pedestrian crossing facilities.
Where it will be Implemented	Rotherham.
Who will be Affected	Existing users of the road network and pedestrians.
Economic Benefits	No detail provided
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	Delays are possible should objections from Statutory Consultees or the public be received Financial risks include the need for diverting statutory undertakings which may lie within the vicinity of the proposed crossings. Diversions of this apparatus could add significant costs to a proposal.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies F, G, H, I, L, S, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Beyond the LSTF the sites will be maintained under the Urban Traffic Controls maintenance budget up to the 15 year lifetime of new signal equipment. Towards the end of the lifetime the need for signal equipment will be re-assessed under the standard Rotherham MBC procedures.
Decision	Excluded. This proposal does not fulfil the LSTF criteria.

Requirement	Details
Scheme Name	Waterfront Project
Proposer	DMBC
LSTF Capital Cost Requested £	£690,000
LSTF Revenue Cost Requested £	£310,000
Local Contribution £	£2,100,000
What it Includes	Regeneration project to encourage sustainable living in the centre of Doncaster
Where it will be Implemented	Doncaster
Who will be Affected	Doncaster residents
Economic Benefits	The proposal will unlock over 30 hectares of brown field land for development, and have a key role in the regeneration of the Doncaster town centre and a deprived community in North Doncaster. The development includes mixed residential and leisure land uses, with an estimated value of £300m in terms of development opportunities.
The Carbon Benefits	Redevelopment of a site in the town centre will encourage city living which is the most carbon-friendly and least car-dependent lifestyle.
Financial Case and Risk Sharing	The proposal will unlock up to £3.5 million of developer contribution towards creating sustainable access to the developed areas
Strategic Case and Fit to LTP3 Objectives	Good LTP3 fit
Management Case and Deliverability	The proposal is highly deliverable and will unlock development which is awaiting commencement.
Commercial Case and Exit Strategy	The proposal will be fully delivered during the LSTF period.
Decision	The proposal meets the LSTF criteria: It reduces carbon by creating improved access for multiple sustainable modes bus, cycling and pedestrians to key development sites in the town centre. It further increases opportunities to reduce carbon by creating opportunities for town centre living. The economic case is the release of over 15ha of commercial and residential land as a result of this improvement. The proposal costs were revised to reduce capital by £310,000. This scheme has been combined with the North Doncaster Access to form the Access to Regeneration scheme, which had a total capital cost of £2,090,000 and a revenue cost of £710,000. The local contribution was £2,660,000.

Requirement	Details
Scheme Name	Transport Academy Centre of Excellence
Proposer	SCC (Sustainable Travel Cities Bid)
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£400,000
Local Contribution £	Not Determined
What it Includes	Improving driving skills.
Where it will be Implemented	South Yorkshire.
Who will be Affected	All drivers across the region.
Economic Benefits	Drivers across hundreds of private organisations would receive training in driving efficiency, either directly or via driving instructors who participate in the proposal. Due to the wide outreach, the savings they will incur would add up to a significant impact.
The Carbon Benefits	The Energy Saving Trust estimates that driver training can reduce fuel consumption by 15%. A 15% reduction applied to 30,000 drivers would save 11,400 tonnes of carbon during the period of the fund.
Financial Case and Risk Sharing	A key feature of the proposal is combining savings to participating organisations, service improvements to customers and carbon reduction within a single agenda.
Strategic Case and Fit to LTP3 Objectives	Good LTP3 fit.
Management Case and Deliverability	The proposal combines several activities previously coordinated in separation. Joint working with the freight sector, public transport operators and driving instructors is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Drivers adopting a carbon-responsible driving style would apply what they have learnt beyond the LSTF period, and the training to instructors would further enhance the impact, providing returns even if the academy is only active for the duration of the fund.
Decision	The principle of the proposal has been included in the bid under the scheme Transport Academy. This involves driving instructor, HGV eco driving and bus driver training. The final costs of the Transport Academy scheme were £1,420,000 requested as revenue from LSTF and a local contribution of £179,000.

Requirement	Details
Scheme Name	Influencing Driver and Rider Behaviour
Proposer	SRP
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Promoting driving skills and social responsibility initiatives to ensure driving and riding does not cause danger or intimidation, Speed awareness courses, closer working with driving instructors, expanding our 'Safe Driving at Work pack, Promoting and supporting regional campaigns (e.g.Think!), tackling anti-social driving with neighbourhood teams, guidance on motorcycle safety and training, supporting the national 'Bikesafe' initiative and expanding Drive for Life.
Where it will be Implemented	South Yorkshire.
Who will be Affected	30,000 drivers across hundreds of private organisations would receive training in driving efficiency, either directly or via driving instructors who participate in the proposal. Due to the wide outreach, the savings they will incur would add up to a significant impact.
Economic Benefits	There is a wide range of evidence showing the high value for money and BCR of relative low cost initiatives like these and the 'active travel' proposals.
The Carbon Benefits	The Energy Saving Trust estimates that driver training can reduce fuel consumption by 15%. A 15% reduction applied to 30,000 drivers would save 11,400 tonnes of carbon during the period of the fund.
Financial Case and Risk Sharing	Lack of resources resulting in less effective, poorly targeted initiative Uncoordinated 'silo' approach Piecemeal district by district delivery.
Strategic Case and Fit to LTP3 Objectives	LTP3 policy W is met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Changing behaviour is not easy but once changed it is relatively self-sustaining.
Decision	The proposal in principle fulfils the LSTF goals and the concept to improve driver behaviour has been included through the Transport Academy scheme. However, this proposal in its current state can not be included in the bid, as it has no detail provided on cost. The proposal was excluded.

Requirement	Details
Scheme Name	South Yorkshire Passenger Transport Academy
Proposer	No detail provided
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	The South Yorkshire Passenger Transport Academy's aim is to provide support and facilities that help staff working in the transport sector in South Yorkshire to access education, training and development that raises the public perception of passenger transport to one that matches and exceeds that of the best high street retailers.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Building on this success we would further develop driver customer service excellence by the delivery of 7 hours of development to bus drivers that is focused on behavioural competencies to provide a clear measure of success. This development would be accredited by the Joint Approval Unit for Periodic Training (JAUPT) enabling contact time to be claimed against the 35 hours Driver Certificate of Professional Competence (CPC) training required in each 5 year period.
Economic Benefits	Improves public perception of public transport so increases use, which reduces congestion.
The Carbon Benefits	Reduced dependency on cars reduces the carbon emissions from vehicles.
Financial Case and Risk Sharing	No detail provided
Strategic Case and Fit to LTP3 Objectives	No detail provided
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	During the time of the Customer Excellence Ambassadors programme the Transport Academy would be working with Public Transport companies to develop a sustainable model of funding to develop further excellence programmes that would compliment this delivery but on a commercial, not for profit model.
Decision	This concept behind the proposal is included in the bid through the Transport Academy scheme, but this particular proposal has been excluded. The proposal does not have detailed costs or funding partners.

Requirement	Details
Scheme Name	Driver Instructor Training
Proposer	SRP
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£300,000
Local Contribution £	Given the reasonably high level of match funding for the TM package, the LTP match for this area of funding was used to support the match funding in the travel behaviour change package.
What it Includes	This project will influence driver behaviour through training driving instructors to deliver safety and eco-driving messages. This initiative aims to change the attitude and behaviour of young drivers in the 17-24 year age group, particularly young men, who are over represented in road traffic collisions. It will train Approved Driving Instructors (ADIs) in road safety/eco-friendly driving coaching techniques that can be incorporated into their standard lessons with pupils. This initiative was developed using recommendations of the Driving Standards Agency (DSA). South Yorkshire is the first county in the country to start to implement these recommendations with the full engagement of driving instructors.
Where it will be Implemented	South Yorkshire.
Who will be Affected	In 2011/12 360 ADIs would deliver road safety interventions as part of their lessons to 7,000 pupils. As more ADIs are trained each year this would increase by 2,000 pupils per additional 100 ADIs trained each year. By 2014/15, 13,000 pupils will be trained per year. 200 scooter riders trained per year.
Economic Benefits	160 ADIs have already been trained and this project will continue to support them with their coaching of learner drivers and will train and support a further 100 ADIs per year. As each ADI teaches on average 20 learner drivers to drive each year this would mean that the number of learners gaining road safety messages would be 7000 in 11/12 and rising each year by a further 2,000 each year. This project would mean that by the end of 2016 every driving instructor across the county will be working as a Road safety officer in providing road safety messages to young drivers. Once an ADI has received training, input from road safety officers is minimal as instructors continue to deliver to new learners. Training ADIs in the delivery of road safety messages is more cost effective than employing more Road Safety Officers.
The Carbon Benefits	The Energy Saving Trust estimates that driver training can reduce fuel consumption by 15%. A 15% reduction applied to 30,000 drivers would save 11,400 tonnes of carbon during the period of the fund.
Financial Case and Risk Sharing	The pilot stage of this project attracted the ADIs who are most keen to deliver their lessons in this way. As time goes on the pool of driving instructors who are keen to enhance their skills will become smaller. On the other hand, the economic benefits that their competitors will gain by being involved in the project is likely to make others become more interested in being involved in the programme.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies F,G, L are met.
Management Case and Deliverability	Travel planning activity is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit	The ADI programme will be income generating in 4 year's time as other

Requirement	Details
Strategy	driving schools across the country and other road safety teams will want to buy our expertise once this type of intervention becomes a compulsory part of the driving test. This is just at the discussion stage at Government level at the moment. Even if it is not compulsory, there is growing evidence that this intervention saves lives and so more people want to gain this training. SY currently leads the way on this. Once ADIs have received their training, less investment is needed as they can continue with minimal road safety input to deliver road safety messages.
Decision	This proposal has been included as part of the Transport Academy scheme. The costs have been refined and £140,000 has been requested as revenue from LSTF and £80,000 from partner contributions.

Requirement	Details
Scheme Name	Gateway Treatments
Proposer	DMBC
LSTF Capital Cost Requested £	£75,000
LSTF Revenue Cost Requested £	£75,000
Local Contribution £	No detail provided
What it Includes	Improvements to key locations on the highway network.
Where it will be Implemented	Doncaster
Who will be Affected	Users of the highway network.
Economic Benefits	Enabling a more efficient use of the existing network.
The Carbon Benefits	Reduces congestion so less carbon production.
Financial Case and Risk Sharing	Detailed funding partners are involved.
Strategic Case and Fit to LTP3 Objectives	The proposal has good fit with out LTP3 goals.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The proposal will be fully delivered during the LSTF period.
Decision	The proposal has been included as part of the SYITS project because both elements complement each other.

Requirement	Details
Scheme Name	Average speed camera, A61
Proposer	No detail provided
LSTF Capital Cost Requested £	£500,000
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Cameras on a considerable length of the A61 a main gateway to and from north Sheffield/south Barnsley to the M1 at junction 36. The collision rate on this stretch is double the national average and the overall length is considered to be the 'worst' in SY and involves 3 highway authorities.
Where it will be Implemented	Sheffield and Barnsley.
Who will be Affected	Drivers on the A61.
Economic Benefits	Reduced number of accidents due to speed.
The Carbon Benefits	Reduced speed reduces carbon emissions.
Financial Case and Risk Sharing	Lack of capital resources to deliver the best solutions The demise of the Safety Camera Partnership [unlikely].
Strategic Case and Fit to LTP3 Objectives	LTP3 policies X, W are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	The equipment will continue to be managed through the Safer Roads Partnership via the Safety Camera Partnership with minimal ongoing revenue costs. Managing speed in the longer term is an essential element of a sustainable transport strategy.
Decision	Excluded. The proposal does not fulfil the LSTF criteria.

Requirement	Details
Scheme Name	North Bridge Access
Proposer	DMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	Potential but unconfirmed.
What it Includes	Opening existing bridge to outbound traffic.
Where it will be Implemented	Doncaster.
Who will be Affected	Users of the highway network.
Economic Benefits	Micro simulation model has identified journey time savings for vehicles and reduced congestion leading to more efficient network.
The Carbon Benefits	Reduced pollution.
Financial Case and Risk Sharing	Public support but impact on bus operations.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies H, G, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	This is a physical project with sustainable benefits. The asset will be maintained in accord with any project and the traffic management benefits will continue to be maintained through the traffic management responsibilities.
Decision	Excluded. This is likely to have a negative impact on bus journey times.

Requirement	Details
Scheme Name	sylTS
Proposer	No detail provided
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Vehicle-activated signs and other types of new technology will be used to smooth traffic flows and avoid stop-start driving. This will achieve a significant reduction in fuel consumption while maximising bus reliability and improving safety. The system will also be used to collect data for monitoring.
Where it will be Implemented	In priority areas across South Yorkshire and the corridors connecting between them, including the radial routes serving the South Yorkshire Town Centres.
Who will be Affected	Businesses and bus operators will benefit from improved productivity. Residents will experience more reliable journey times and improved safety.
Economic Benefits	National and international studies have identified very high BCR for investment in intelligent transport, in excess of 10. Estimated business and community cost savings are £3m per annum in central Sheffield alone, much higher if calculated as SCR-wide.
The Carbon Benefits	The smoothing of traffic flow on our network could reduce carbon emissions by over 40%, equating to 7,590 tonnes.
Financial Case and Risk Sharing	Funding Availability of skilled staff Failure to maintain and operate basic sylTS infrastructure The proposal will supplement our 650k pa LTP investment in the existing SYITS system, with risks shared between the funds.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies F, G, I, J, K, L, N, P, R, S, T, U, V, W are met.
Management Case and Deliverability	SYITS already received the National Transport Award for innovation in 2009. The proposal is delivered through strong partnership with the South Yorkshire Policy and Safer Roads Partnership.
Commercial Case and Exit Strategy	Partner authorities will continue to maintain and operate the sylTS infrastructure which provides the information and control systems needed to deliver the outputs using local highway funding. The delivery of the outputs will use automatic mechanisms which will be set up using the resources available from the STF. The infrastructure element of the proposal will be in place by the end of the funded period and will continue to require running costs only.
Decision	There is evidence to suggest that this proposal will produce economic growth and reductions in carbon. The costs and funding partners have been refined and from LSTF, £250,000 has been requested as capital and £960,000 has been requested as revenue. The partner contribution is £500,000. This proposal has been included in the bid as SYITS, but also involves Gateway Treatments.

Requirement	Details
Scheme Name	FARRRS Preparatory Costs
Proposer	DMBC
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	£500000 per annum
Local Contribution £	Potential but unconfirmed.
What it Includes	Further develop the FARRRS business case through statutory processes.
Where it will be Implemented	Doncaster
Who will be Affected	Users of the highway network.
Economic Benefits	Ultimately FARRRS project demonstrates the potential for a colossal amount of development and employment opportunity (24,000 jobs) available across the city region. It brings forward innovative projects e.g. The Inland Port, which in turn brings forward the potential (through the sustainable movement of goods) for a reduction of 72million less vehicle kilometres each year.
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	See risk register for FARRRS MSBC.
Strategic Case and Fit to LTP3 Objectives	LTP3 policy G is met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	No detail provided
Decision	Excluded. LSTF does not fund proposals which are focussed on preparing costs and undertaking studies.

Requirement	Details
Scheme Name	Safe Driving at Work
Proposer	No detail provided
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided

Requirement	Details
What it Includes	A Safe Driving at Work pack was produced and distributed to 600 South Yorkshire businesses. This pack has been recognised nationally and a number of other local authorities have used it. It has been recognised by the organisation Road Safe who promotes the initiative Driving For Better Business.
Where it will be Implemented	South Yorkshire
Who will be Affected	Employees at the companies who receive the packs.
Economic Benefits	Reduced number of accidents.
The Carbon Benefits	The Energy Saving Trust estimates that driver training can reduce fuel consumption by 15%. A 15% reduction applied to 30,000 drivers would save 11,400 tonnes of carbon during the period of the fund.
Financial Case and Risk Sharing	Increase in accidents, companies going out of business, employers being prosecuted for gross negligence.
Strategic Case and Fit to LTP3 Objectives	LTP3 policies F, L, R,T,U, V are met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Business culture. Once policy in place and is being used the benefits should be seen.
Decision	The principle of this proposal is included in the Transport Academy scheme. However, this proposal presented in its current form has been excluded from the bid because the cost information and funding partners are not defined.

Requirement	Details
Scheme Name	Road Design and Maintenance
Proposer	SRP
LSTF Capital Cost Requested £	No detail provided
LSTF Revenue Cost Requested £	No detail provided
Local Contribution £	No detail provided
What it Includes	Ensuring roads are designed and maintained to a high level of safety and low level of risk. Provides broad range of measures including integrating SC and SRoads into HAMP/TAMP and design standards, regular inspections of the highway, winter service, lobbying, traffic calming, expanding role of Safety Audit, identifying junction improvements and other engineering work, ensuring the highest quality lining, signing, lighting, traffic signals and other street equipment, awareness of motorcyclists, developing road safety publicity, etc.
Where it will be Implemented	South Yorkshire.
Who will be Affected	Users of the road network.
Economic Benefits	There is a wide range of evidence showing the high value for money and BCR of relative low cost initiatives like these and the 'active travel' proposals.
The Carbon Benefits	No detail provided
Financial Case and Risk Sharing	Lack of resources resulting in less effective, poorly targeted initiative Uncoordinated 'silo' approach. Piecemeal district by district delivery.
Strategic Case and Fit to LTP3 Objectives	LTP3 Policy W is met.
Management Case and Deliverability	No detail provided
Commercial Case and Exit Strategy	Changing behaviour is not easy but once changed it is relatively self-sustaining.
Decision	Excluded. The proposal does not meet the LSTF criteria. There is also no detail provided of cost at this stage.

9.CONCLUSION

9.1. INTRODUCTION

This report provides a summary of each proforma submitted for the Local Sustainable Transport Fund. Proposals were submitted by each of the four South Yorkshire districts, SYPTE and various other organisations interested in being involved in implementing solutions that could be supported by LSTF. The proformas submitted to SYPTE included as much detail as was known at the time to support the proposal.

Each proposal was prioritised and considered against both the criteria set by DfT for the requirements of LSTF and our objectives. The proposals that have been included in the bid are each considered to meet both of these requirements. It was also paramount that evidence was available to support the success of a proposal. This was to make certain that a proposal not only met the objectives of LSTF but also had a legacy beyond the life of the fund. Finally, for each proposal that was entered into the bid, it was important that the costs were justifiable and the proposal had a local contribution available: a strong funding partner is vital for the success of a proposal.

In a number of cases, the proposals entered into the bid are made up of several smaller proposals that were seen to compliment each other. This reflected the different considerations raised in the prioritisation process presented in Chapters 2 to 7.

The following section provides a summary of the proposals that were included in the bid. The first group of proposals were included in the 'key component' bid and the second group were included in the 'initial proposal' bid.

9.2. SCHEMES INCLUDED IN THE "KEY COMPONENT" BID

Requirement	Details
Scheme Name	Enhanced Wheels to Work
LSTF Capital Cost Requested £	£155,000
LSTF Revenue Cost Requested £	£960,500
Local Contribution £	£207,600
What it Includes	Provision of bicycles, electric scooters or traditional scooters where this can help people enter work or training. The proposal will also include enhanced safety training for participants.
Where it will be Implemented	Where there is a barrier accessing employment using public transport. This will include rural locations where services are often limited and urban areas where service gaps exist, for example where shift patterns do not match timetables.
Who will be Affected	The solution will be open to people in South Yorkshire looking to enter employment and training where public transport does not provide a viable solution, if they meet certain criteria.
Economic Benefits	Provides a more sustainable means for people to access jobs through providing a cycle / scooter and training for its use for a fixed period, when no other means available. Aim is to support at least 850 people take-up a place at work or training, which they would otherwise not be able to access.
The Carbon Benefits	Wherever possible, participants will be encouraged to use cycles. An electric scooter option will be developed. All optional modes, including traditional scooters, have lower carbon emissions than the car. The proposal will help establish sustainable travel behaviour at a critical life stage for participants.

Requirement	Details
Scheme Name	Cycle Package: capital element
LSTF Capital Cost Requested £	£1,885,863
LSTF Revenue Cost Requested £	£63,000
Local Contribution £	£1,313,863
What it Includes	Enhancement of the South Yorkshire Cycle Network, primarily linking residential areas with major employment areas, with links to public transport nodes to enable longer-distance, multi-modal journeys to work.
Where it will be Implemented	We will improve cycle links to two types of employment area: peripheral areas with high car-dependency and urban areas requiring more sustainable travel options.
Who will be Affected	The package will be targeted to benefit people accessing employment areas and transport hubs along the route.
Economic Benefits	The package will expand the range of travel options to key employment areas, either through cycling all the way there or via public transport with cycling as the access mode to the station, and target marketing. Aim is to triple cycling during life of LSTF on target corridors (matching performance of urban city centre programmes).
The Carbon Benefits	The introduction of attractive cycle routes in these specific locations will encourage modal shift away from the car. Benefits from cycle training along reduce carbon by 24 tonnes per cyclist per year. Aim also to increase cycle ownership to over 75% of targeted population (matching success rates in Sheffield).

Requirement	Details
Scheme Name	Cycle Package: revenue element
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£800,000
Local Contribution £	£500,000
What it Includes	A package of engagement activities to encourage the take-up of cycling.
Where it will be Implemented	The packages will be targeted at the location of new infrastructure proposals, but with a view to engaging communities where cycling is a realistic alternative.
Who will be Affected	As with the capital element, the package will focus on people travelling to work along the route. It will also start the ground work for wider engagement, linked to our large bid.
Economic Benefits	The package will expand the range of travel options to key employment areas, either through cycling all the way there or via public transport with cycling as the access mode to the station, and target marketing. Aim is to triple cycling during life of LSTF on target corridors (matching performance of urban city centre programmes).
The Carbon Benefits	The introduction of attractive cycle routes in these specific locations will encourage modal shift away from the car. Benefits from cycle training along reduce carbon by 24 tonnes per cyclist per year. Aim also to increase cycle ownership to over 75% of targeted population (matching success rates in Sheffield).

Requirement	Details
Scheme Name	Behaviour Change Package
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£500,000
Local Contribution £	£630,000
What it Includes	An overriding programme of activities to engage communities and businesses, and promote the benefit of sustainable travel modes
Where it will be Implemented	Across South Yorkshire, but with a specific focus in those areas we have identified as a priority.
Who will be Affected	The solution will be targeted at the communities we have identified as "hot spots", with focus on work with employers, employment agencies and training providers.
Economic Benefits	A further uplift of 30% in cycle trips as a result of targeted marketing and key role in promoting use of bus and wheels to work proposals. Focus via employment and skills providers. Local BCR of 3:1.
The Carbon Benefits	Critical to encouraging modal shift and travel awareness.

Requirement	Details
Scheme Name	Jobconnector Bus Service
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£840,000
Local Contribution £	£40,000
What it Includes	Enhancement and extension of an existing bus service to provide access to a new employment site, the Dearne Valley College, Wombwell rail station and some of the most deprived communities in South Yorkshire
Where it will be Implemented	A specific bus route that straddles the boundary between three Districts. The enhanced route will link Grimethorpe, which has had a long history of being one of the most deprived communities in the country, to employment areas in the Dearne Valley.
Who will be Affected	As a result of this proposal, people living in Grimethorpe, Darfield and Wombwell will be able to access a major new employer and other opportunities that are not currently accessible by public transport. There will be extended access from different parts of the Dearne Valley to the Wombwell station and the Dearne Valley College.
Economic Benefits	Evidence shows that transport is a barrier to employment at the identified location. Jobcentre Plus indicates that 90 people every week rejecting job offers due to transport issues. For every person that enters employment as a result of this intervention there would be a benefit of at least £15k to GVA. Aim to build to over 6000 trips per week for travel to work by 2015, i.e. around 600 people benefiting. Similar net GVA benefit of over 20k for each person brought into work.
The Carbon Benefits	Through creating new commuting links by bus the proposal will help lock new employees into a sustainable behaviour while commuting – much lower carbon per km emissions as patronage builds. The links this will create to Wombwell station. Likely to make use of Green Bus Fund to ensure low carbon vehicles.

9.3. SCHEMES INCLUDED IN THE "LARGE PROJECT INITIAL PROPOSAL" BID

Requirement	Details
Scheme Name	Park That Bike
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£100,000
Local Contribution £	£100,000
What it Includes	Providing incentives for small and medium sized enterprises (SME's) to install staff cycle parking. The proposal provides the parking hardware and the SME is required to install it.
Where it will be Implemented	The project is focused on SME's, primarily in our priority areas. The demand from SME's to participate in this proposal is very high, following 90 businesses which already benefit from it.
Who will be Affected	Employees will benefit from secure and convenient cycle parking at their workplace. Employers will benefit from strong travel plan implementation, reduced carbon footprint.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified.
The Carbon Benefits	50 businesses with 10 car commuters in each shifting to cycling will save 12,000 tonnes of carbon by 2015.
Financial Case and Risk Sharing	DfT estimates that a cycling intervention costing £10k will break even if it results in 1 additional regular cyclist over a 30 year period.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: Sustainable commuting, higher business productivity, low-carbon travel culture. Very strong LTP3 fit.
Management Case and Deliverability	Proposal already delivered successfully at 90 businesses. 50 other businesses already on the waiting list for taking part.
Commercial Case and Exit Strategy	No subsidy will be required from year 4. Employers participating in the proposal cover about 50% of the overall cost.

Requirement	Details
Scheme Name	Key Bus Routes
LSTF Capital Cost Requested £	£5,545,564
LSTF Revenue Cost Requested £	£616,174
Local Contribution £	£10,446,997
What it Includes	Three corridor-based improvements to bus infrastructure and a series of interventions at specific locations which regularly suffer from bus delays. Specific improvements include local priority measures, signal settings and parking restrictions
Where it will be Implemented	Corridors served by high-frequency bus routes in our priority areas: Rotherham to Thrybergh, Rotherham to Maltby and Sheffield To Woodhouse. Some additional locations where highway design or indiscriminate parking causes bus delay.
Who will be Affected	Bus commuters, will benefit from reduced journey time and improved punctuality. Bus travel will attract new customers with economic and environmental benefits.
Economic Benefits	BCR of different elements of this proposal goes as high as 25 based on a detailed appraisal, due to improved connectivity, travel time and reliability. Improved bus offer will increase patronage and can lead to up to 1.4million fewer car trips each year. The reduction in car trips can grow to 5 million by 2015. Current patronage on the 3 key routes is approximately 7 million per year. A 5-minute time saving for each will save 600,000 commuting and business hours annually.
The Carbon Benefits	Replacing 5 million car trips with bus trips can reduce carbon emission by 95,000 tonnes over the LSTF period. Stagecoach are seeking to provide new hybrid buses to operate on the routes that will be improved. This will further reduce carbon emissions.
Financial Case and Risk Sharing	The proposal is part of a broader package of improvements, delivered with significant funding from our LTP budget, local authorities, Stagecoach, Greenbus, ERDF and the Coalfield Regeneration Trust. This creates commitment for delivery and reduces risk.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: Sustainable commuting, higher business productivity, low-carbon travel culture. Very strong LTP3 fit. The broader key route package aims to improving punctuality by 16%, customer satisfaction by 9%.
Management Case and Deliverability	This would build on an ongoing programme across South Yorkshire, with management and delivery arrangements already in place by SYPTE.
Commercial Case and Exit Strategy	The proposal is delivered in partnership with the bus operators. A 5-minute journey time saving for existing 7 million passengers will enhance their business offer and attract new customers. 600,000 working hours saved annually would benefit local businesses.

Requirement	Details
Scheme Name	Park and Ride
LSTF Capital Cost Requested £	£540,000
LSTF Revenue Cost Requested £	£60,000
Local Contribution £	£723,660
What it Includes	Improving the catchment of the Elsecar train station by provision a 90-space Park and Ride facility and DDA-compliant pedestrian access ramp to the platform towards Barnsley.
Where it will be Implemented	Elsecar station, where there is strong potential for regeneration, interest from developers and community support
Who will be Affected	Commuters in the rural areas around Elsecar. If access to the Elsecar station is made more convenient, the area would be fit for easy travel to Sheffield, Barnsley or Leeds, and a range of other destinations through one simple transfer.
Economic Benefits	The proposal has a BCR of 2.9. The predicted increase in rail patronage is 20,000 per annum.
The Carbon Benefits	An increase of 20,000 passengers per annum, with some of these shifting from the car, will save 3,300 tonnes of carbon.
Financial Case and Risk Sharing	The improved connectivity on the Sheffield-Barnsley-Leeds route creates opportunities for new housing development which are being discussed with private investors. It also strengthens the business case for adding a stop at Elsecar on routes that currently pass through it.
Strategic Case and Fit to LTP3 Objectives	Meets all objectives of our LSTF proposal: Sustainable commuting, wider labour markets, higher business productivity, low-carbon travel culture. Good LTP3 fit.
Management Case and Deliverability	This is considered a low-risk proposal which has been welcomed by Councillors and members of the public. A land swap deal has already been completed and SYPTE now fully owns the site.
Commercial Case and Exit Strategy	The proposal is fully supported by the rail operators serving the Elsecar station due to its expected impact on patronage. Partial funding is provided by the Barnsley Council and LTP budget.

Requirement	Details
Scheme Name	Workplace Travel Solutions
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£2,457,500
Local Contribution £	£1,027,500
What it Includes	Working with employers to provide information and incentives for employees to commute by bike, bus or on foot. The proposal combines a range of activities including free bike trials (Bike Boost), free bus trials (Bus Boost), bike repair support at the workplace (Dr Bike) and advice on walking options.
Where it will be Implemented	Key employment centres, primarily in our priority areas, e.g. Upper Don, Lower Don, Blackburn Valley and Town Centres
Who will be Affected	Particular focus on "nudging" motorists which will be identified through collaboration with employers. The proposal includes work with the employers to ensure that potential benefits in terms of work performance are fully explored and recognised.
Economic Benefits	Workplace travel planning can reduce car commute km by up to 20% in car-based commute. We aim for over 2000 people shifting from private car use to sustainable travel modes during the fund period. This could equate to 1 million fewer car trips on the network per annum. The above is a conservative estimate since the Dr Bike component alone (cycle service and support at the workplace) has already attracted 2,300 users at 18 different workplaces, and the Bike Boost component has already achieved a shift of 300 car drivers to cycling. There are additional benefits related to accident prevention and health outcomes.
The Carbon Benefits	A million trips shifting to bus will save almost 12,000 tonnes of carbon. The impact of other car users shifting to cycling is additional to this; the Bike Boost proposal alone has shown to save 7,500 tonnes of carbon per annum.
Financial Case and Risk Sharing	Elements of the proposal are financially supported by private and public partners including Get Cycling, local bike shops, SYPTE, local authorities, and the businesses participating in it. This not only covers part of the cost but also creates commitment and reduces risk.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: Sustainable commuting, higher business productivity, low-carbon travel culture. Very strong LTP3 fit.
Management Case and Deliverability	All travel planning activities would build on the ongoing work by the PTE and district partners. To maximise efficiency in delivery, the LSTF element would be managed centrally through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	The admin cost and organisation are covered by participating organisations and by a private sector partner, Pedal Ready Ltd.

Requirement	Details
Scheme Name	Jobconnector
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,248,430
Local Contribution £	£338,000
What it Includes	Doubling the frequency of an existing bus service (X19) to create an attractive commuting option; introduction of local Microbus services to fill in connectivity gaps if an adjacent area is already served by commercially-viable services; and deploying similar measures to support our Enterprise zones.
Where it will be Implemented	Route X19, providing a fast link between Barnsley, the Dearne and Doncaster town centres. Other communities in our priority areas where a commercially-viable service operated need by and a small geographical gap requires filling in to address local need. Additional particular focus on local links to our new EZ.
Who will be Affected	Commuters, jobseekers and those acquiring new skills in Barnsley, the Dearne and Doncaster. Travellers to the Robin Hood Airport area (through easy transfer at Doncaster). Businesses, employees and visitors of our new EZ.
Economic Benefits	We expect 300,000 new bus trips every year, serving either new employees or those who currently travel by car. The GVA increase for each additional employee in SCR is around £38,000. Evidence suggests that c. 400 people reject job offers per month for reasons that include transport issues or timetables not matching working hours.
The Carbon Benefits	By causing 20,000 current car trips to be made by bus we expect a carbon saving of reach 7,000 tonnes.
Financial Case and Risk Sharing	The microbus concept provides savings to running costs, when compared to running a standard service. It is delivered in partnership with Sheffield Community Transport who take part of the financial risk.
Strategic Case and Fit to LTP3 Objectives	Meets the following the following objectives of our LSTF proposal: Sustainable commuting, wider labour markets, low-carbon travel culture. Very strong LTP3 fit.
Management Case and Deliverability	Operation of X19 by Stagecoach will continue its existing management structure, and the support for increased frequency will be monitored by SYPTE. The full Jobconnector proposal builds on SYPTE experience of delivering similar proposals.
Commercial Case and Exit Strategy	The proposal aims to expand the market for bus use in our priority areas and be able to run commercially by 2015.

Requirement	Details
Scheme Name	Access to Employment
LSTF Capital Cost Requested £	£720,650
LSTF Revenue Cost Requested £	£290,000
Local Contribution £	£1,220,899
What it Includes	New and improved cycle and walking infrastructure to attract commuters, including 22km of cycle routes, a cycle hub at the Sheffield station and an innovative cycle hire proposal pilot at small stations.
Where it will be Implemented	Key commuting corridors to town centres and the busy commuting Lower Don corridor between Sheffield and Rotherham, also linking to a major inter-modal interchange. Cycle hub and cycle hire in Sheffield and at 11 local rail stations.
Who will be Affected	Those travelling to work (and other activities) in our priority areas. All users of the Sheffield station that will benefit from the services of the cycle hub. New and existing users of small stations that will participate in the cycle hire pilot proposal. Particular focus on those 19% making trips shorter than 2km and the additional 22% making trips between 2km and 5km.
Economic Benefits	A benefit of up to £640 pa for the economy with every additional cyclist. Similar benefits from people travelling by foot. There are additional benefits related to health, productivity, urban vitality and safety, which we have not yet quantified. The proposal primarily targets people driving up to 1.5 miles to work, which account for almost 10% of local workforce.
The Carbon Benefits	Success of the proposal amongst those living with 2 km from work will lead to saving 20,000 tonnes of carbon.
Financial Case and Risk Sharing	Proposal to be delivered in partnership with Network Rail, Northern Rail, British Waterways and local authorities. A very significant proportion of the funding and financial risk is covered by partners.
Strategic Case and Fit to LTP3 Objectives	Meets all objectives of our LSTF proposal: Sustainable commuting, wider labour markets, higher business productivity, low-carbon travel culture. Very strong LTP3 fit.
Management Case and Deliverability	High deliverability due to flat corridors, 90% off-road, already identified for the proposal. Strong partnership with main delivery partners at Network Rail and Northern. Previous similar proposals result in 31% of participants walking or cycling to work frequently.
Commercial Case and Exit Strategy	The capital investment will leave a lasting legacy after the fund period, while the revenue element will continue to be run by partners.

Requirement	Details
Scheme Name	Get on the Tram
LSTF Capital Cost Requested £	£1,215,000
LSTF Revenue Cost Requested £	£135,000
Local Contribution £	£579,750
What it Includes	A series of infrastructure and service improvements to further enhance the attractiveness and the catchments area of the tram network. The package includes passenger information displays at tram stops, CCTV, cycle stands and change of interchange arrangements. It also includes new tram feeder services utilising low carbon hybrids.
Where it will be Implemented	The three line Supertram network is entirely in Sheffield and links our priority areas in the city. Through bus transfer or Park and Ride it also serves a wider catchments area.
Who will be Affected	Existing and new tram users. The new feeder services and the cycling facilities at tram stops will make the system attractive to the residents of new areas, not immediately adjacent to the route.
Economic Benefits	An estimated increase of 3% to the current annual tram patronage of 15 million. A boost to economy of the Sheffield centre and the communities that would be better linked to it. Additional benefits from congestion reduction. Particularly high value based on safety ground, as there served stops have a high occurrence of tram-pedestrian collisions. Based on evidence from similar proposals, an interchange at Malin Bridge would deliver a predicted 300,000 increase in annual patronage by 2013.
The Carbon Benefits	Improving the attractiveness and catchment of our tram services will result in 3% passenger growth, and approximately 1,000 tonnes of carbon savings.
Financial Case and Risk Sharing	A £350,000 contribution from ns from Supertram, and synergies with future proposals, including Tram-Train and the purchase of additional tram vehicles.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: Sustainable commuting, wider labour markets, low-carbon travel culture. Very strong LTP3 fit.
Management Case and Deliverability	The proposal is highly deliverable and has strong community support.
Commercial Case and Exit Strategy	Stagecoach has already implemented a number of feeder services at Malin Bridge (2010) and Middlewood, (2007) which are now operating commercially without subsidy. The Middlewood service is currently operating near capacity in the morning peak.

Requirement	Details
Scheme Name	ECO Stars
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£275,000
Local Contribution £	£75,000
What it Includes	Providing formal recognition to fleet operators for their efforts to train staff in fuel-efficient driving methods and implement fuel management regimes. Approximately 6000 vehicles will be targeted.
Where it will be Implemented	Throughout SCR.
Who will be Affected	Commercial vehicle and fleet operators who could benefit from the savings that efficient driving offers and the recognition of their high-quality performance.
Economic Benefits	Eco Stars can save local businesses up to £2500 per vehicle per year. With an estimated 6000 vehicles participating in the proposal, this adds up to a saving of £2 million to businesses. Benefits from the recognition of participants as leaders in sustainable logistics come on top of this. Health benefits from reduced emissions are material.
The Carbon Benefits	This proposal reducing fuel consumption by 5% with an estimated saving of 27,000 tonnes of carbon emissions. There is also evidence of reduction of up to 75% in PM10 emissions and 50% reduction in NOx.
Financial Case and Risk Sharing	Due to the financial savings the proposal offers to participants there is a high demand for participation, and risks are shared with private sector participants. The rising recognition of the proposal across EU further reduces risk and create potential future extensions.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: high business productivity, low-carbon travel culture. Strong LTP3 fit.
Management Case and Deliverability	The proposal branding is being adopted by other authorities and benefits from NHS and EU support. Delivery arrangements already exist and operate successfully, and can be easily scaled up.
Commercial Case and Exit Strategy	Due to the financial savings the proposal offers to participants there is a high demand for participation, and risks are shared with private sector participants.

Requirement	Details
Scheme Name	Digital Region
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£731,500
Local Contribution £	£385,000
What it Includes	Combining the development of Digital Region Limited and the Work Style initiative, to transform SCR into a first class digital hub. Supporting the business sector in developing a capability to enable remote working in a way that boosts business efficiency and reduces emissions and congestion. The proposal will reduce business costs and the need to travel by enabling a wide variety of applications.
Where it will be Implemented	Throughout SCR, with particular focus on priority areas where remoteness is a barrier to economic growth.
Who will be Affected	The Digital Region project will support 12,000 subscribers per year, which will use the network for home working, national and international tele-conferencing and so on. The project will benefit a range of businesses and communities. Partners in this proposal include District Councils, Chambers of Commerce & employers.
Economic Benefits	When an activity that involved travel is substituted by an activity that does not, a travel time saving of 100% in incurred. There are additional benefits related to congestion, emissions, business productivity, risk of accident and benefits from reduced need to more expensive transport infrastructure. The Highways Agency has estimated that BCR for a similar proposal is in a range between 3.5 and 13.
The Carbon Benefits	By achieving a reduction of 8% in kilometres travelled by employees we would expect to see a carbon saving of 35,000 tonnes.
Financial Case and Risk Sharing	The proposal funding arrangement is based on a significant contribution from a private sector partner. The substantial efficiency savings it offers to businesses increase the chance of strong partnership working and reduces financial risk.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: high business productivity, low-carbon travel culture. Good LTP3 fit. Strongly supports wider SCR objectives to fully exploit the technological advantages offered by high-capacity broadband connectivity.
Management Case and Deliverability	The highly-technical element of the proposal is delivered by partners, to support 12,000 subscribers per year. The Work Style initiative is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	The substantial efficiency savings the proposal offers to businesses, and the fact that the technical expertise is provided by a private sector partner, reduce the commercial risk. The digital infrastructure that will be created during the LSTF period will continue to be used and also increase awareness of the benefits, so that no future support is required.

Requirement	Details
Scheme Name	Transport Academy
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,420,000
Local Contribution £	£179,000
What it Includes	Providing training and support to promote efficient driving styles, reducing fuel consumption and minimising emissions. This will include "training the trainers" plus commercial drivers, young drivers and bus drivers.
Where it will be Implemented	Throughout SCR with a particular focus on employees and residents in our priority areas.
Who will be Affected	Participating drivers will improve their skills. The businesses they work for will incur lower costs. Bus passengers will receive better service and ride quality. Everyone in SCR will be exposed to lower emissions, especially in Air Quality Management Areas. Training will also cover safety aspects which will lead to additional benefits.
Economic Benefits	30,000 drivers across hundreds of private organisations would receive training in driving efficiency, either directly or via driving instructors who participate in the proposal. Due to the wide outreach, the savings they will incur would add up to a significant impact.
The Carbon Benefits	The Energy Saving Trust estimates that driver training can reduce fuel consumption by 15%. A 15% reduction applied to 30,000 drivers would save 11,400 tonnes of carbon during the period of the fund.
Financial Case and Risk Sharing	A key feature of the proposal is combining savings to participating organisations, service improvements to customers and carbon reduction within a single agenda.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: high business productivity, low-carbon travel culture. Good LTP3 fit.
Management Case and Deliverability	The proposal combines several activities previously coordinated in separation. Joint working with the freight sector, public transport operators and driving instructors is to be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Drivers adopting a carbon-responsible driving style would apply what they have learnt beyond the LSTF period, and the training to instructors would further enhance the impact, providing returns even if the academy is only active for the duration of the fund.

Requirement	Details
Scheme Name	The Car Club
LSTF Capital Cost Requested £	£200,000
LSTF Revenue Cost Requested £	£800,000
Local Contribution £	£320,000
What it Includes	Enhancement of South Yorkshire's existing car club, in partnership with a commercial provider such as Mercedes-Benz, to deliver a step change in the impact of the service and operate low-carbon vehicles. The service would be designed to give members a high level of flexibility in the duration of car use and its pricing. The funding is required to create dedicated on-street parking bays for 200 vehicles belonging to the club.
Where it will be Implemented	The project builds on an existing car club in Sheffield, with an intention to introduce satellite clubs in Rotherham, Barnsley and Doncaster, building on Sheffield's experience.
Who will be Affected	Anyone who holds a driving license will be able to join the car club. The proposal will enable them to use a car when necessary without the high fixed costs of car ownership, which encourage a more frequent use of private cars. The general public will benefit from the reduction in congestion, emissions and casualties.
Economic Benefits	The proposal will remove up to 2000 vehicles from the highway network and therefore reduce congestion and improve journey time reliability. Car club proposals elsewhere have delivered excellent value for money with BCR as high as 72.
The Carbon Benefits	Data on the mileages travelled by car club members shows that each of them produces 25% of the carbon emissions produced by a driver using their own car. By replacing 2000 existing vehicles with more efficient, micro-hybrid vehicles, we could expect to see a carbon reduction of 259 tonnes.
Financial Case and Risk Sharing	Most of the investment and financial risk will be covered by private sector partners, with LSTF only funding coordinated promotional activities and the creation of parking bays.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: high business productivity, low-carbon travel culture. Good LTP3 fit.
Management Case and Deliverability	Discussions are ongoing with Mercedez-Benz's Car2Go as the main partners wishing to invest in South Yorkshire car club. Their proposal already operates in Vancouver, Hamburg and other cities. There are also ongoing discussions with other partners.
Commercial Case and Exit Strategy	It is expected that after the initial period supported by LSTF, the proposal would operate on a fully commercial basis. The flexible pricing structure it operates offers significant savings to businesses.

Requirement	Details
Scheme Name	SYITS
LSTF Capital Cost Requested £	£325,000
LSTF Revenue Cost Requested £	£1,035,000
Local Contribution £	£1,650,000
What it Includes	Vehicle-activated signs and other types of new technology will be used to smooth traffic flows and avoid stop-start driving. This will achieve a significant reduction in fuel consumption while maximising bus reliability and improving safety. The system will also be used to collect data for monitoring.
Where it will be Implemented	In priority areas across South Yorkshire and the corridors connecting between them, including the radial routes serving the South Yorkshire town centres.
Who will be Affected	Businesses and bus operators will benefit from improved productivity. Residents will experience more reliable journey times and improved safety.
Economic Benefits	National and international studies have identified very high BCR for investment in intelligent transport, in excess of 10. Estimated business and community cost savings are £3m per annum in central Sheffield alone, much higher if calculated as SCR-wide.
The Carbon Benefits	The smoothing of traffic flow on our network could reduce carbon emissions by over 40%, equating to 7,590 tonnes.
Financial Case and Risk Sharing	The proposal will supplement our 650k pa LTP investment in the existing SYITS system, with risks shared between the funds.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: high business productivity, low-carbon travel culture. Good LTP3 fit.
Management Case and Deliverability	SYITS already received the National Transport Award for innovation in 2009. The proposal is delivered through strong partnership with the South Yorkshire Policy and Safer Roads Partnership.
Commercial Case and Exit Strategy	The infrastructure element of the proposal will be in place by the end of the funded period and will continue to require running costs only.

Requirement	Details
Scheme Name	Access to Regeneration
LSTF Capital Cost Requested £	£2,090,000
LSTF Revenue Cost Requested £	£710,000
Local Contribution £	£2,660,000
What it Includes	Improvements to local infrastructure that will benefit the users of local rail, bus, cyclists and pedestrians. The improvements will facilitate new mixed-used urban redevelopment at the Doncaster Waterfront which is at the heart of the Doncaster Urban Renaissance Master plan, and improved sustainable access to the north of Doncaster.
Where it will be Implemented	North and central Doncaster. The impact of the proposal on the economic viability of Doncaster is significant as it unlocks Brownfield land in the urban area and improves sustainable access to development sites. The proposal also improves access to two local academies and the new town centre college.
Who will be Affected	Businesses and residents in Doncaster will benefit from the regeneration of two priority areas. The improved access to local rail, buses, cyclists and pedestrians in some of the most deprived areas in the country will also have a wider positive impact.
Economic Benefits	The proposal will unlock over 30 hectares of brown field land for development, and have a key role in the regeneration of the Doncaster town centre and a deprived community in North Doncaster. The development includes mixed residential and leisure land uses, with an estimated value of £300m in terms of development opportunities.
The Carbon Benefits	Carbon benefits are not quantified yet, but the redevelopment of a site in the town centre will encourage city living which is the most carbon-friendly and least car-dependent lifestyle.
Financial Case and Risk Sharing	The proposal will unlock up to £3.5 million of developer contribution towards creating sustainable access to the developed areas.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: widen labour markets, low-carbon travel culture. Good LTP3 fit, particularly contributing to our policy to focus new development in central locations.
Management Case and Deliverability	The proposal is highly deliverable and will unlock development which is awaiting commencement.
Commercial Case and Exit Strategy	The proposal will be fully delivered during the LSTF period.

Requirement	Details
Scheme Name	Travel 4 Life
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,873,000
Local Contribution £	£2,103,860
What it Includes	Developing the skills and knowledge in young people to travel safely by sustainable modes throughout their life. Training methods include Theatre in Education, School Travel Ambassadors and "Bike It" champions.
Where it will be Implemented	Children, parents and graduates at schools in our priority areas, with a particular focus on high casualty areas and those where quick wins are achievable.
Who will be Affected	Initiatives are targeted at children from a young age to their transition years from education to employment, in order to encourage safe and sustainable travel choices through key life stages.
Economic Benefits	We expect a reduction of up to 10% in the proportion of children travelling to school by car, split between walking and cycling, with associated congestion relief benefits. Economic benefit is estimated at £750 per child. Additional benefits from safer travel, particularly in our priority areas, where child casualties in SCR concentrate. Studies of similar proposals show a BCR of 4.6 if 300 children adopt a sustainable travel to school behaviour, while in this proposal we expect a higher figure.
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	Significant contributions from partners have been agreed for this proposal, both in cash and in kind, including local authorities, LTP funding and Bikeability.
Strategic Case and Fit to LTP3 Objectives	Meets the low-carbon travel culture objective of our LSTF proposal. Strong LTP3 fit.
Management Case and Deliverability	Project management practice, based on strong partnership with "Bike It" and other partners, have already been developed and led to a substantial increase in cycling levels (e.g. 66% increase in Sheffield). The proposal will be coordinated centrally and in synergy with other activities, through our Central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Responsibility for the promotion of active travel is shared with participating organisations.

Requirement	Details
Scheme Name	Access to Education
LSTF Capital Cost Requested £	£2,609,500
LSTF Revenue Cost Requested £	£460,500
Local Contribution £	£1,221,000
What it Includes	Improving infrastructure for safe access on foot or by bike to Advanced Learning Centres and schools, including 28km of new cycle routes. Improved cycle parking, including 20 cycle shelters. Running a demonstration project at one college or school.
Where it will be Implemented	Colleges and schools in our priority areas, with a focus on Barnsley's new Advanced Learning Centres.
Who will be Affected	Those in education aged between 11 and 21, engendering sustainable travel habits.
Economic Benefits	28km of routes for walking and cycling, and cycle shelters in 20 locations, would complement the abovementioned activities to encourage active travel, with a benefit between £380 and £750 pa for every additional participant (the estimate varies between studies).
The Carbon Benefits	Encouraging 300 people a year to walk or cycle to school could save over 2,500 tonnes of carbon emissions.
Financial Case and Risk Sharing	This project is funded with the help of contributions from a number of partners including ERDF, Sustrans and the local authority contribution budgets, with the financial risk shared between them.
Strategic Case and Fit to LTP3 Objectives	Meets the low-carbon travel culture objective of our LSTF proposal. Strong LTP3 fit.
Management Case and Deliverability	The proposal will be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Responsibility for the promotion of active travel is shared with participating organisations.

Requirement	Details
Scheme Name	Electric vehicles pilot
LSTF Capital Cost Requested £	£150,000
LSTF Revenue Cost Requested £	£368,429
Local Contribution £	£1,993,579
What it Includes	Establishing a demonstration pool of vehicles that SME's can access for a trial period at a discounted rate. The pool will include trucks, vans and cars to meet the diverse needs of SME's. We expect at least 150 businesses to participate.
Where it will be Implemented	Throughout South Yorkshire.
Who will be Affected	The direct beneficiaries of this proposal are SME's that will be given the opportunity to trial electric vehicles at nearly half the commercial cost.
Economic Benefits	We expect at least 150 businesses to participate in the pilot and 180 electric cars being used over 3 years.
The Carbon Benefits	Electric cars powered from today's grid could emit up to 40% less carbon than petrol car of similar size. Reduction is much greater if vehicles are charged with cleaner sources of electricity. The first 150 businesses participating in this proposal will result in a saving of at least 6,300 tonnes of carbon.
Financial Case and Risk Sharing	Funding of &1.7m is secured from ERDF and local partners.
Strategic Case and Fit to LTP3 Objectives	Meets the following objectives of our LSTF proposal: low-carbon travel culture, high business productivity. Strong LTP3 fit.
Management Case and Deliverability	Phased delivery is the concept behind the introduction of EV as a pilot first. The drive for the proposal comes from its ability to demonstrate to businesses how cost-effective EV would be for them. The pilot stage is intended to generate this interest in order to be able to launch EV more widely at the next stage.
Commercial Case and Exit Strategy	This project will stimulate the local market for EV. Since it will save businesses running and maintenance costs, the business model behind the proposal is based on exposure of the market to this product which will later grow by itself.

Requirement	Details
Scheme Name	Car Sharing
LSTF Capital Cost Requested £	£500,000
LSTF Revenue Cost Requested £	£380,000
Local Contribution £	£4,500
What it Includes	Upgrading the Car Share South Yorkshire website, with a target of 3 to 4 times more users than its current 6,000 members. Expanding the scope of the website to include "bike and walk buddies" and private car share groups for businesses or individuals.
Where it will be Implemented	Interested companies and organisations in our priority areas and across South Yorkshire.
Who will be Affected	Participating businesses and individuals will incur money savings. The general public will benefit from reduced congestion and emissions.
Economic Benefits	The Car Share South Yorkshire database will grow to a total of 6000 members. The current 2000 users have already saved over 650,000 vehicle miles per year through car sharing. Car sharing is a low-cost travel alternative which can have congestion relief benefits with the need to build any physical infrastructure.
The Carbon Benefits	By removing over 2 million vehicle miles from our network we would see a reduction in carbon of approximately 1,900 tonnes.
Financial Case and Risk Sharing	A first phase of the proposal is already financed entirely from local resources.
Strategic Case and Fit to LTP3 Objectives	Meets all objectives of our LSTF proposal: Sustainable commuting, wider labour markets, higher business productivity, low-carbon travel culture. Good LTP3 fit.
Management Case and Deliverability	The proposal will be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	The Car Share website offers additional commercial opportunities for web advertising. Once established, the website will continue to run beyond the LSTF period and will only require low maintenance costs.

Requirement	Details
Scheme Name	Strategic Marketing and Reward
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£3,560,000
Local Contribution £	£3,484,320
What it Includes	Marketing sustainable travel messages with a focus on people going through transition between life stages. Providing incentives and rewards where this is proven to be effective in causing behavioural change. The proposal includes branding, development customer insight, advertising, web design, travel reward incentives and publication.
Where it will be Implemented	Focus on priority areas.
Who will be Affected	Primarily engage young people, people starting a job or training, people changing jobs or going through other life stage, due to wide evidence showing that these would provide quick wins. We use Acorn data and other social marketing techniques to identify the target population and also collaborate on this with employment agencies and training providers.
Economic Benefits	An economic appraisal of the TravelSmart marketing campaign alone produced a BCR of 7.6.
The Carbon Benefits	It has been estimated that each person who successfully accepted travel training advice has saved on average 183 kgs of carbon a year. Social marketing activities can reduce car travel by between 740km and 1,44km per household per year and reduce carbon emissions by 17,510 tonnes per annum.
Financial Case and Risk Sharing	A very significant contribution towards these activities is made by our LTP budget and SYPTE. All marketing, campaigning and training activities will be managed by a single unit while also retaining links with districts and organisations to ensure that a uniform set of messages is delivered under a single, cost-effective brand.
Strategic Case and Fit to LTP3 Objectives	Meets all objectives of our LSTF proposal: Sustainable commuting, wider labour markets, higher business productivity, low-carbon travel culture. Strong LTP3 fit.
Management Case and Deliverability	The proposal will be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Given the uncertainty about funding after 2015, the focus of the proposal is to achieve maximum behavioural change during the funded period. If we are able to spread knowledge to help travellers make informed decisions, it is this knowledge that will last longer.

Requirement	Details
Scheme Name	Community Travel Solutions
LSTF Capital Cost Requested £	£0
LSTF Revenue Cost Requested £	£1,457,000
Local Contribution £	£1,006,000
What it Includes	Targeted local community engagement using a team of local community members, including 150 volunteer Community Travel Champions, recruited from unemployed community members. Delivery of independent travel planning and a targeted community travel rewards proposal. This is based on experience showing that these focused initiatives are a cost-effective method of providing incentives for behavioural change, and more effective in targeting audiences at grass route levels.
Where it will be Implemented	Focus on priority areas.
Who will be Affected	The proposal is based on cross-sector experience that showed that such approach helped spread our message of sustainable travel across thousands of community members which are otherwise considered difficult to target. Furthermore, the proposal also helped the champions themselves improve their skilled and subsequently enter full-time employment.
Economic Benefits	A 'selling added value' evaluation suggests a BCR of 2.1 for the behavioural change impacts on direct participants alone. On top of this there are expected benefits due to the impact on 3000 end-users as well as a benefit of over £180,000 due to 75 participants starting paid employment and accredited training.
The Carbon Benefits	By influencing just 1% of the people living in our communities we will achieve a carbon reduction of 7,590 tonnes.
Financial Case and Risk Sharing	Much of the activity will be undertaken by volunteers who are currently unemployed. Each carries out 100 hours of activity in a 6 month period which is worth £50,405. A high proportion of these subsequently find paid work, and the investment in the proposal is therefore a double win.
Strategic Case and Fit to LTP3 Objectives	Meets all objectives of our LSTF proposal: Sustainable commuting, wider labour markets, higher business productivity, low-carbon travel culture. Strong LTP3 fit.
Management Case and Deliverability	The proposal will be coordinated centrally and in synergy with other activities, through our central Travel Culture Change Unit.
Commercial Case and Exit Strategy	Given the uncertainty about funding after 2015, the focus of the proposal is to achieve maximum behavioural change during the funded period. If we are able to spread knowledge to help travellers make informed decisions, it is this knowledge that will last longer