



Report to Policy Committee

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Report of: *Kate Martin, Executive Director of City Futures*

Report to: *Transport, Regeneration and Climate Policy Committee*

Date of Decision: *13th March 2024*

Subject: *Local and Neighbourhood Transport Complimentary Programme 2024/25*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:				

Purpose of Report:

This report outlines the proposed Local and Neighbourhood Transport Complimentary Programme (LaNTCP) for 2024/25 and seeks approval to proceed with development and implementation of the proposals subject to the necessary capital programme, traffic orders, and route management approvals being acquired.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Policy Committee:

- i. Approves the proposed use of 2024/25 LaNTCP programme funding, set out in this report, noting that it is subject to:
 - a. Detailed development of individual proposals;
 - b. The capital approval process;
 - c. Any necessary development and regulatory consents.

- ii. Continues to delegate authority to the Head of Strategic Transport, Sustainability, and Infrastructure to make reserved commissioning decisions where they are necessary in order to progress these schemes to completion.

Background Papers: N/A

Lead Officer to complete:	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Damian Watkinson, Finance Manager</i>
	Legal: <i>Richard Cannon, Legal Services</i>
	Equalities & Consultation: <i>Ed Sexton, Senior Equalities and Engagement Officer</i>
	Climate: <i>Kathryn Warrington, on behalf of the Sustainability Team</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	EMT member who approved submission: <i>Kate Martin, Executive Director of City Futures</i>
3	Committee Chair consulted: <i>Councillor Ben Miskell, Chair, Transport, Regeneration and Climate Policy Committee</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>David Whitley</i>
	Job Title: <i>Transport Programmes Manager</i>
	Date: 13 th March 2023

1. PROPOSAL

1.1 Introduction

1.1.1 The Local and Neighbourhood Transport Complimentary Programme (LaNTCP), formally known as the Local Transport Plan Integrated Transport Block) is funded as part of the City Region Sustainable Transport Settlement (CRSTS) and is administered through the Sheffield City Region Mayoral Combined Authority (SYMCA).

1.1.2 In April 2022 it was announced that the five-year allocation to the SYMCA was £570m, with Sheffield's allocation being £135m, which included £17.25m for LaNTCP to continue our 'business as usual' smaller scale transport schemes and support the transport elements of the Local Area Committee plans. LaNTP is a 5-year programme, running from 2022/23 to 2026/27, at roughly £3.5m per annum. However, the LaNTP funding does not have to be drawn down/spent in equal proportions across the five years.

1.1.3 Although most DfT capital funding now comes following bids for specific schemes, the LaNTP does provide some local flexibility, both in terms of what it can be spent on and when it has to be spent by. As it is a five-year allocation, the funding is not required to be drawn down/spent in equal proportions across the five years. As reported in December 2023, it is expected that around £4.3m of the 2022/23 and 2023/24 LaNTP will need to be carried forward into 2024/25. This carry forward is fully allocated to projects that are progressing through the Capital Gateway Process. The projects outlined in this report are new for 2024/25, so additional to those already in process.

1.1.4 The LaNTCP implements schemes that align with the SYMCA Transport Strategy 2018-2040 and the Council's Transport Strategy (March 2019).

1.1.5 The strategic objectives for the LaNTCP include:

- Improving road safety and well-being;
- Providing additional accessibility improvements to encourage safer connectivity;
- Being responsive to requests made to the Council from its customers;
- Encouraging more travel by active modes (walking and cycling) and public transport (tram and bus); and
- Integrating with other portfolio objectives.

1.1.6 Each year, the Council outlines an LaNTCP Capital Programme to establish the short-term priorities for investment in transport infrastructure. It responds to national policy such as the national active travel and bus strategies, as well as regional policy such as the South Yorkshire Mayoral Combined Authority (SYMCA) Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined

in the Sheffield Transport Strategy and the emerging Local Plan, with schemes also identified through Member and public requests and assessed via existing prioritisation processes.

1.2 Programme Development (Background)

1.2.1 The LaNTCP programme is managed by a team of Client Leads from within the SCC City Growth Service Transport Planning team. Each Client Lead has responsibility for a specific programme area, which includes the development and delivery of the annual programme. To do this they develop a forward programme of possible schemes, the development of which consider a range of factors including the likely impact of undertaking such schemes will have on the local transport challenges as well as specific criteria associated with individual programme areas.

1.2.2 Schemes have been identified from a variety of sources. In some cases, they are as a direct result of requests which are assessed using relevant criteria, in others they result from the analysis of various data sources. The creation of this programme is a continuous process and is under constant revision to consider any new requests or emerging network and departmental pressures that occur.

1.2.3 Annually, Client Leads refine their list of potential projects with a view to presenting their prioritised projects to the Service management and the Transport, Regeneration and Climate Policy Committee Members. This is built up into the annual LaNTCP programme, then formally recommended to the Committee for approval.

1.3 Programme Development (Challenges)

1.3.1 During 2023/24, several issues have impacted our ability to deliver, including continued resource constraints within various teams (within and without the Service); delays in the supply chain and the need to prioritise some larger projects with tighter deliver dates; There are also a series of cost implications that need to be managed, following a raise in inflation rates and construction costs

1.3.2 Because of these considerations, the 2023/24 programme was focussed on trying to 'catch up' within that programme, by developing a smaller number of larger schemes for delivery in later years; 2024/25 will continue this approach – although spend should be higher as schemes developed in 2023/24 will be constructed in 2024/25. The programme will also continue to plan to deliver smaller schemes which are less intensive in terms of staff time, e.g. require less design; or don't require a TRO; and also with some emphasis on developing criteria (which would be agreed with Committee) for new types of measures in future years, such as secure on-street cycle parking in, for example, district and local centres and residential areas. This approach enables the continuing delivery of 20mph schemes - as well as providing for scheme development funding for collision reduction schemes – in parallel with the Committees consideration of the draft Road Safety Action Plan.

1.3.3 The variations within the LANTCP approved at Committee in December 2023 requires around £2.6m of the 2024/25 programme to be allocated to existing schemes to enable their completion, this includes £1.2m for the crossing programme, £0.1m in Public Rights of Way, £0.7m in Network management £0.5m in cycling schemes.

1.3.4 Even with an expected higher level of spend on implementation next year, the £4.2m slippage – coupled with the £2.6m required to complete 2023/24 schemes – could lead to further slippage into 2025/26, even before ‘new’ 2024/25 programmes are considered. The remainder of the report considers the ‘new’ 2024/25 programmes.

1.4 Programme Development (Over-Programming)

1.4.1 Inevitably given the complexities of developing transport schemes some schemes will suffer delay. Therefore (based on a £3.45m annual allocation) a significant degree of over-programming (£2.6m) has been built in to reflect the fact that not all schemes can necessarily be delivered as planned. Should schemes progress quicker than initially planned, the over-programming will be managed either through early draw down of future years programme allocations – or using other grants to manage pressures. Updates will be provided to Committee during the year.

1.4.2 A £6m LaNTCP programme has therefore been developed for 2024/25, consisting of improvements to address eight key categories, namely:

- Local Safety Schemes;
- 20 mph Zones;
- Pedestrian Enhancements;
- Public Rights of Way;
- Network Management; and
- Cycling Enhancements.

1.5. Programme Composition

1.5.1 *Local Safety Schemes (£550,000)*

1.5.1.1 The Local Safety schemes programme is a citywide strategy to reduce road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City.

1.5.1.2 The benefits of these schemes include:

- Achieving a direct reduction in the number and severity of road injury collisions.
- These schemes can also contribute towards;
- The creation of a safer residential environment, which will allow easier access to local facilities for all;
- A reduction in vehicle speeds can potentially reduce vehicle emissions and this will contribute to improved air quality; and

- Road safety schemes can reduce the intimidatory impact of traffic on our neighbourhoods and make walking and cycling in these areas safer and more attractive; the outcome of this is to reduce the city's carbon footprint and improve personal health.
- 1.5.1.3 Historically, these schemes have been prioritised using a points-based system focussed on collision types and numbers. The sites have then been listed in priority order with the highest scoring sites first.
- 1.5.1.4 The top scoring sites are then subject to a more detailed analysis of the collision problems to see if there is scope for road safety measures that could be implemented.
- 1.5.1.5 This process is proposed to be reviewed as part of the draft Road Safety Action Plan, so there is an allocation within the 2024/25 programme to develop further collision reduction schemes, but the locations will be dependent on the outcome of the decision around the draft Road Safety Action Plan.
- 1.5.1.6 The sites that score highest in using the current approach tend to be complicated layouts (such as roundabouts on the Inner Ring Road) that would be difficult and/or very expensive to treat. Furthermore, these sites, whilst having high numbers overall, do not tend to have a high proportion of KSIs.
- 1.5.1.7 There are other sites with high proportions of KSI collisions that are not currently being investigated, as they do not appear high enough on the list. Many of these sites may have potential to be treated effectively, and at lower cost than the current top scoring sites – allowing more sites to be treated with available funds and therefore more serious collisions prevented on a year-by-year basis.
- 1.5.1.8 Concentrating more on sites with a high proportion of KSI collisions, rather than on sites with a high number of collisions overall is likely to be a better way to develop effective schemes if the objectives of the Safe System approach and “Vision Zero” are to be met.
- 1.5.1.9 It is proposed to do a “deep dive” into all sites on the list that have had at least 3 KSIs in the last 5 years. There are around 59 of these, of which 17 sites have either been investigated already or have measures proposed leaving 42 sites. Whilst investigating all these sites in detail would be a major undertaking, the initial focus during 2024/25 will be to identify those sites which have noticeable trends in the type of KSI collisions, as this will indicate an issue with the highways layout that may need addressing. Once these sites have been identified then a more detailed analysis will be made of these sites and possible remedial measures and costs identified.
- 1.5.1.10 This process will allow better targeted schemes to be developed whilst also building up a better picture of where and why KSI collisions are occurring across the city going forward. Once we have such a picture and

these locations are known we will be able to incorporate targeted road safety improvements as part of other future schemes (for example active travel schemes and safer routes to school).

1.5.1.11 It is anticipated that this investigatory work will be completed by the end of the 2024/25 financial year and therefore the first sites identified will be delivered on-site in 2025/26.

1.5.1.12 In the meantime, while the investigatory work is underway it is suggested that the following schemes be developed (and implemented where funding allows) in 2024/25 using LaNTCP:

- Implementation of Crookes Valley Road/Harcourt Road/Oxford Street scheme, developed in 2023/24; and
- Further development of schemes around the Inner Ring Road, specifically:
 - Bramall Lane Roundabout
 - London Road/St Mary's Gate; as well as a scheme at
 - Eyre Street / Matilda Street

1.5.2 *20 mph Zones (£350,000)*

1.5.2.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date, around 53 of these 20mph areas have been completed.

1.5.2.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph is to be considered on a case-by-case basis using current Department for Transport (DfT) guidelines. The draft Road Safety Action Plan suggests a review of area wide 20mph schemes during 2024/25, with delivery continuing in the meantime.

1.5.2.3 The sites considered suitable are then prioritised by a City-wide comparison of the number and severity of accidents on a 'worst first' basis. Six schemes should be constructed in 2024/25, namely:

- Lower Loxley;
- Longley Hall;
- Beaver Hill;
- Walkley;
- Tupton; and
- Collegiate.

1.5.3 *Pedestrian Enhancements (£2,514,400)*

1.5.3.1 Pedestrian improvements are an area where the Service receives a significant number of requests for intervention from a variety of sources, including Local Area Committees (LACs). The schemes are prioritised using a points-based system using a set of criteria (scoring from +2 to -2) previously endorsed by Council Members that has been in use for some time, namely:

1. The impact on reducing the number of pedestrian and cyclist accidents;
2. The degree of fear and intimidation;
3. The degree to which it is a major walking route;
4. The impact on access to local amenities;
5. The impact on cycling; and
6. The impact on people with disabilities.

1.5.3.2 The schemes are then listed in priority order with the highest scoring schemes first.

1.5.3.3 The approved criteria used for assessing these mean that it is new crossing requests which score highest, more than requests for other improvements such as wider footways, more dropped crossings/tactile paving and narrower junction mouths. This is due to their greater potential to achieve a reduction in pedestrian and cyclist accidents.

1.5.3.4 It is suggested that the following 16 schemes be developed (or implemented where development occurred in 2023/24) in 2024/25 using LaNTCP. The LAC crossings include the type of crossing facility currently expected in brackets:

- Crookes Valley Road near Mushroom Lane;
- Rockingham Street at the junction with Broad Lane;
- Handsworth Grange Road (outside the school entrance);
- London Road/Hill Street;
- London Road/Boston Street (facilities within an existing signal controlled junction)
- Shiregreen Lane / Monckton Road junction;
- Glossop Road near Brunswick Road;
- Creswick Lane (o/s Yewlands academy);
- Wordsworth Road / Cookson Park playground;
- East LAC - Staniforth Road (zebra);
- SE LAC - Birley Spa Lane at Jermyn Crescent (zebra on an existing raised plateau);
- SW LAC – Selborne Road/Manchester Road (junction changes);
- Central LAC – Howard Road near Fulton Road (signal controlled);
- North LAC – Shayhouse Lane (zebra);
- NE LAC – Jenkin Rd (signal controlled within existing signals); and
- South LAC - Myrtle Road /Annes Road (zebra).

1.5.4 *Small Schemes (£140,000)*

1.5.4.1 This is a regular annual allocation to cover requests for handrails, dropped kerbs, signs and other minor interventions that can be introduced without design work, Traffic Orders or consultation, allowing for a degree of fast response on these small improvements.

1.5.5 *Public Rights of Way (£331,000)*

1.5.5.1 The Public Rights of Way (PROW) team has a 10-year programme to help improve the network and to reduce future maintenance costs, this could include contributing to projects promoted by other Council teams that also improve the network.

1.5.5.2 It is intended that the PROW programme will be reviewed and added to as necessary over the course of 2024/25. Any recommendations around funding decisions linked to this review will come back to this Committee.

1.5.6 *Network Management (£717,000)*

1.5.6.1 This group of schemes covers broad range of differing interventions. A summary of these is set out below:

1.5.6.2 Kelham/Neepsend Parking Scheme (£100,000): This parking scheme is aimed at deterring commuter parking from the Kelham/Neepsend area with to help manage parking pressures for local businesses, organisations, visitors and residents and at the same time improve safety at junctions and enable the improved walking, cycling, wheeling and public transport facilities that the wider TCF Kelham – Neepsend – City Centre scheme will deliver. Approval of the scheme was completed in December 2023, this allocation is to complete the construction of the scheme in the Neepsend area.

1.5.6.3 Data Collection and Monitoring (£350,000): This is a scheme aimed at significantly expanding our network of intelligent traffic detection equipment. The equipment can both count active travel mode users in an area, but also monitors traffic in real time – sending the data back to our Urban Traffic Control system which can then re-calculate traffic signal timings in real time. This technology provides a saving on cutting (and maintaining) traditional loop counters, as well as (depending on the equipment location) having the ability to help monitor our active travel schemes. This scheme also has development funding approved through previous Committee decisions.

1.5.6.4 Osborne Road Pedestrian Crossing (£167,000): The development of the Osborne Road crossing scheme was approved in September 2023. This allocation is to complete the construction of the scheme.

1.5.6.5 Nutwood Industrial Estate Access (£40,000): The initial development of a scheme to improve access to the Nutwood Industrial Estate was approved in December 2023. Although the options assessment process and engagement with local businesses still needs to be undertaken, this value will enable a small scheme to be implemented. Any additional funding for making a larger change to the network would come from a revision within the Capital programme, with any recommendation coming back to a future Committee meeting.

1.5.6.6 Waiting Restrictions/Double Yellow Lines (£60,000): This is a regular annual allocation to cover requests. Around 15 sites have been prioritised to take forward in 2024/25. This is an area where a large number of requests are received, requiring staff resource to assess and prioritise. It also requires Traffic Regulation Order resource (including a Legal resource). As a result, it is difficult to take forward more locations more quickly.

1.5.7 *Cycling Enhancements (£1,422,380)*

1.5.7.1 Other funding streams such as the Transforming Cities Fund, City Region Sustainable Transport Settlements, and the Active Travel Fund are being used to develop a higher quality cycle network to the new standard prescribed in DfT's guidance note LTN1/20. It is suggested that the funding for the implementation of a number of schemes in 2024/25 using LaNTCP, including:

- £400k to build on the development work already undertaken to provide a high-quality solution in making the 'temporary' infrastructure implemented as part of the Crookes/Walkley ATN permanent.
- £250k as an initial allocation to make the 'temporary' infrastructure implemented as part of the Sheaf Valley cycle route trials permanent.
- £140k to fund the access improvements required through planning consent for the Bike Hub within the City Council's Heart of the City 2 development.
- £112k to continue the programme of small scale interventions (parking requests, barrier removals, dropped kerbs, improved signing/wayfinding),

1.6. Programme Delivery

1.6.1 If approved by the Committee, the schemes within the Programme will progress through the Capital Gateway Approval process. Individual schemes will be subject to business case procedure and updated costs and delivery timescales are then considered by the Capital Gateway Process (i.e. Transport Programme Group; Capital Programme Group; then progressing to the Strategy and Resources Committee). This will ensure financial controls are in place and the scope of the projects is managed on a regular basis.

1.6.2 Schemes reliant on Traffic Regulation Orders and similar statutory processes which have been advertised and objections been received will be reported to this Committee for a decision

1.6.3 To facilitate efficient delivery of schemes approved by the Committee, a delegation was approved by the June 2022 Committee to allow any reserved commissioning decisions that may be required as part of developing these schemes to implementation stage to be made by the Head of Strategic Transport, Sustainability and Infrastructure. Approval is sought for this arrangement to continue to enable the delivery of the 2024/25 LaNTCP programme.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The Council and the SYMCA have continued to promote schemes of this nature given the wider economic, societal and environmental benefit that can be achieved through local transport schemes.

2.2 In accordance with the recommendation, implementing a programme with these objectives contributes towards the delivery of the Sheffield City Region Transport Strategy 2018-2040 and the Council's Transport Strategy (March 2019).

2.3 The proposal aligns with Council priorities:

- "Strong Economy" (supporting organisations in informed decisions on future fleet investments); and
- "Better Health and Wellbeing".

2.4 The strategic objectives include:

- Improving road safety and well being;
- Providing additional accessibility improvements to encourage safer connectivity;
- Being responsive to requests made to the Council from its' customers;
- Encouragement of more travel by active modes (walking and cycling) and public transport (tram and bus); and
- Integration with other portfolio objectives.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 As individual projects within the overall Programme are developed in consultation with Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups, transport operators and disability groups. This has, and will continue to take place.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Equality implications will be considered in the options appraisal of each individual scheme and progressed through the respective Business Cases.

4.1.2 It is considered that that programme will provide positive benefits in relation to different protected characteristics and to people's wellbeing. The objective is to provide a transport system that increases accessibility and safety, and supports more active travel movements. This is consistent with the Council's legal duties and policy commitments to tackling inequality.

4.1.3 Through working with the Local Area Committees, using the Connecting Sheffield website and continuing the previous approaches (letter drops) to consultation, there will be transparency within the scheme development process. This will ultimately aim to ensure that engagement and consultation is accessible and there is a good level of representation.

4.2 Financial and Commercial Implications

4.2.1 The LaNTCP grant budget of £6.0m for 2024/25 can be requested from SYMCA, but this will reduce the amount available from the £17.5m allocated over five years to spend in future years. Historically around £3.5m per year has been requested, but the increase this year allows for the completion of projects in development in previous years as well as a 'new' allocation in 2024/25.

4.2.2 The overall value of projects in delivery (including carry forward from 2023/24) would be circa £10m, including over programming of £2.6m. Spend will be monitored throughout the year and reported to Committee. If an overspend were to materialise, this would be managed through the use of alternative grants (where feasible), the subsequent LaNTCP year allocations or reimbursed from other schemes across the programme. Delivery of £10m is far more than has been delivered before for local schemes, with £6m being seen as being more achievable though in 2024/25.

4.3 Legal Implications

4.3.1 The Council is under a number of duties relevant to traffic/route management to which the LaNTCP may be said to apply. The Council is under a number of duties relevant to traffic management and to which the proposals carried forward under the proposed LaNTP and RSF programmes may be said to apply. For example, the Transport Act 2000 ("the 2000 Act") places a duty on local authorities to develop policies which will create a safe, efficient, integrated, and economic transport system that meets the needs of persons living or working within the city. The 2000 Act also imposes a duty on local authorities to carry out their functions to implement those policies and, in doing so, secure a more efficient use of their road network, or to avoid, eliminate or reduce road

congestion (or other disruption to the movement of traffic) on their road network. This would include where a scheme delivers on the LaNTCP.

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- 4.3.2 The Council is also under a duty contained in section 16 of the Traffic Management Act 2004 (“the 2004 Act”) to manage its road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network.
- 4.3.3 The programmes detailed in this report are considered to align with the aforementioned duties so as to enable the Council to progress toward the implementation of the projects/schemes set out. However, specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes.
- 4.3.4 Where appropriate and with regard to its aforementioned duties, the engagement of key stakeholders, residents and members of the public will be carried out by the Council during the planning and delivery of those processes which result in an alteration of the use of the public highway. The proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders before confirming a preferred option. That route will, of course, be subject to the normal, formal consultation process where applicable.

4.4 Climate Implications

- 4.4.1 Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. Each scheme will include a Climate Impact Assessment as it progresses through the Capital Gateway Process, so the detail by project can be considered. The

programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and to support developing local policy on decarbonisation. This includes tackling areas with poor air quality, alleviating congestion, promoting public transport, and encouraging modal shift for short journeys by providing a high-quality active travel network.

4.5 Other Implications

4.5.1 There are no direct Human Resource implications for the Council.

4.5.2 There are no direct and known Property related implications for the Council as work is largely proposed within the adopted highway. Where this is not the case, that will be considered in the appraisal of each individual scheme and progressed through the respective Business Case.

4.5.3 Each project will develop its own risk register during the feasibility and design process, in the initial stages of project development. This will be reviewed and updated as the project progressing through various stages and approval processes. Capital cost risks are currently addressed through the inclusion of the programme in the Transport Programme Group governance structure.

4.5.4 Key risks to the Council continue to relate to the affordability of the schemes within the programme and potential cost rises and uncertainty of any capital project.

4.5.5 The recommendations have no immediate impact on public health but have the potential to be positive given the programme objective to improve greater levels of accessibility, improve air quality, promoting public transport and encourage modal shift for short journeys to active travel, as well as promoting the decarbonisation of all vehicles.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 'Do nothing' has been considered, but is not considered appropriate as this will result in projects not being delivered. The LaNTCP would not introduce the opportunity for economic, environmental, and societal benefits will be missed.

5.2 It would also be possible to consider a different balance between types of schemes as part of the programme. However, it is felt that the proposed programme achieves a good balance of economic, environmental, and societal benefits to the communities and businesses in Sheffield.

6. **REASONS FOR RECOMMENDATIONS**

6.1 For the reasons outlined previously, the investment in local transport schemes will ultimately help to address the ambitions of Members and deliver against the requests of the Sheffield public, without reliance on external funding opportunities or incorporating these improvements into

wider major investment projects. The primary objectives of the fund are detailed below:

- 6.2 The expected benefits from this fund are centred primarily on the community, with improved transport connectivity increasing mobility and accessibility, creating a greater sense of safety, enhancing the environmental amenity and improving health by supporting more active travel movements. In addition, there would be fewer road traffic collisions through design and modest associated mode shift.
- 6.3 The proposed transport capital programme balances the availability of funding sources with local and national policy to give a clear focus for the 2024/25 financial year.

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