



Report to Policy Committee

Author/Lead Officer of Report: Matt Reynolds,
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Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *15th June 2022*

Subject: *Local Transport Plan Programme*

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 Transport Plan capital programme covering the current financial year and seeks approval to proceed with development and implementation of the proposals subject to the necessary capital programme and traffic/route management approvals being obtained.

Recommendations:

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

- i. Approves the proposed 2022/23 Local Transport Plan capital programme and the indicative allocation as attached in Appendix A to this report, noting that the 2022/23 programme includes items already approved as part of the 2021/22 Local Transport Plan capital programme that will continue to be delivered this financial year;
- ii. To the extent that reserved commissioning decisions are required in order to progress these schemes to completion, delegates authority to make those decisions to the Head of Strategic Transport, Sustainability and Infrastructure.

Background Papers:

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</i>
		Legal: <i>Sarah Bennett</i>
		Equalities & Consultation: <i>Annemarie Johnston</i>
		Climate: <i>Kathryn Warrington</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, City Futures</i>
3	Committee Chair consulted:	<i>Councillor Julie Grocutt Councillor Mazher Iqbal</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>Matt Reynolds</i>	Job Title: <i>Transport Planning and Infrastructure Manager</i>
	Date: <i>25th May 2022</i>	

1. PROPOSAL

Introduction

- 1.1. Each year, the Council outlines a Transport 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 Sheffield City Region 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 the existing prioritisation processes.

Programme Development

- 1.2. The past couple of years have been exceptional. Changing behaviours resulting from the pandemic have materialised, and this has placed new and additional challenges on the transport network. This has had impacts on all elements of the transport industry, subsequently affecting supply chains and resourcing. On a practical level, limited access to materials has resulted in cost increases and programme slippages have been observed.
- 1.3. The duration of the impact is unknown, and there remains some uncertainty as to the long-term effects of this on the civil engineering profession. However, Sheffield City Council have continued to progress the Transport Capital Programme and through engagement with the construction industry, we have shown an ability to deliver schemes despite the challenging circumstances.
- 1.4. In addition, as part of the pandemic national response, expected funding opportunities from central Government were reallocated. Whilst this impacted some long-term infrastructure funding sources, it also brought forward new opportunities for funding. Sheffield has demonstrated adaptability in the changing circumstances to secure funding for transport schemes across the county, predominantly focused on the provision of Active Travel schemes.
- 1.5. Government policy has also evolved in the past 12 months, whilst still supporting housing delivery and economic growth there is a strong focus being put on addressing decarbonisation and the climate emergency. In particular, there has been a drive to raise the ambition for increasing active travel and bus usage in the interests of health, the environment and the economy. New national strategies, Bus Back Better, Gear Change and the Transport Decarbonisation Plan, provide clear guidance as to how transport systems should be evolving across the country. In order to access Government funding going forwards, authorities are expected to demonstrate how they are complying with the latest strategies.

- 1.6. The proposed Transport Capital Programme is detailed in Appendix A. It includes items already approved as part of the 2021/22 Local Transport Plan capital programme that will continue to be delivered this financial year alongside new items for 2022/23 identified in consultation with the Executive Member for Climate Change, Environment and Transport.
- 1.7. The Programme includes a range of schemes across the City covering specific policy objectives and transport modes. During its development, consideration has been given to its achievement of local, regional and national policy, cost, deliverability and value for money.

Composition of the Programme - Local and Neighbourhood Transport Complimentary Programme

- 1.8. The Local and Neighbourhood Transport Complimentary Programme (LaNTP - 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). The 2022/23 allocation for Sheffield City Council is £3.45m. There is a committed programme from 2021/22 of £2.35 for delivery in 2022/23, amounting to a programme value of £5.8m – of which £1.2m is currently expected to be spent in 2023/24.

Composition of the Programme - Road Safety Fund

- 1.9. Through recent consultations, it is clear that local communities value the impact of transport improvements from both a movement and safety perspective. In addition, these consultations recognised the environmental, health and aesthetical opportunities as transport investment delivers wider improvements. This has been reinforced by the Community Plans that have emerged from each of the Local Area Committees.
- 1.10. This places the funding allocation for road safety improvements within a strong policy position given the wider links to other Council objectives. In addition to this, due to the scaling back of centrally managed transport funds on a national level, transport funding has broadly been focused on the delivery of larger schemes on main corridors where maximum benefit can be achieved. As a result, smaller interventions within the community have not been taken forward. The Road Safety Fund aims to reverse that trend.
- 1.11. This funding has been outlined to provide locally defined schemes of smaller magnitude. The types of schemes are expected to be, but not limited to, and all subject to design standards and available funds;
 - 20 mph zones
 - Accessibility Improvements
 - Advisory School 20mph
 - Speed Indicator Displays

- Investigation Works

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

- A fund that can respond to requests by the general public
- Focus on the smaller scale interventions which would not meet the criteria for funding through any other sources
- A discretionary fund which is available for delivery of these 'everyday' actions required to manage the efficient operation of the transport network
- Enable a greater level of responsiveness to customer requests.
- Support access to local community facilities
- Promote active travel, health and well-being, air quality and road safety
- Address access barriers in local areas to promote social inclusion and equality.
- Deliverability and affordability of stand-alone schemes within the programme

1.13. 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.

Composition of the Programme – External Funding and Aligned Programmes

1.14. The City Council has been able to demonstrate a strong track record of securing competitive external funding from a range of different opportunities. It is therefore anticipated that a number of external funding sources could potentially be secured during the year. This would allow the expected spend outlined in Appendix A to be reallocated to an enhanced or new project and managed through the delegation of the programme.

1.15. It should also be noted that the LaNTP and Road Safety Fund provide a degree of match funding for externally funded projects as they contribute to the larger programmes of investment on a strategic level. Combined, these total over £100m and include the current Transforming Cities Fund schemes (Connecting Sheffield), Active Travel Fund 2 and 3, Get Britain Building Fund, the Major Road Network Fund (Shalesmoor Gateway) and the emerging City Region Sustainable Transport Fund (CRSTS).

- 1.16. The progression and development of major programmes, like the CRSTS, will be brought back to the Committee in accordance with this Committee's workplan. Briefings will also be provided where relevant through consultation with the Chair.

Delivery

- 1.17. 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 will be considered by the Capital Gateway Process (Transport Programme Group and the Capital Programme Group) with capital programme approvals ultimately being sought from the Strategy and Resources Committee. This will ensure financial controls are in place and scope of the projects is managed on a regular basis.
- 1.18. To facilitate efficient delivery of schemes approved by the Committee, a delegation is sought 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.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1. The Council and the South Yorkshire Mayoral Combined Authority 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)
 - "Better Health and Wellbeing"
- 2.4. The strategic objectives for the scheme include;
- Improve road safety and well being
 - Provision of additional accessibility improvements to encourage safer connectivity.
 - Be 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).
 - Integrate with other portfolio objectives.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1. The Road Safety Fund has undergone consultation with Members through the development of the Local Area Committee discussions.
- 3.2. The LaNTP has been developed in consultation with the previous Executive Member for Climate Change, Environment and Transport.
- 3.3. As individual projects within the overall Programme are developed consultation with Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups, transport operators and disability groups will take place.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

- 4.1. Equality implications will be considered in the options appraisal of each individual scheme and progressed through the respective Business Case.
- 4.2. It is considered that that programme will provide positive implications for protected characteristics and wellbeing as listed in 6.2. The objective to provide a transport system that is ultimately increasing the level of mobility and accessibility whilst improving health by supporting more active travel movements.
- 4.3. Through working with the Local Area Committees, using the Connecting Sheffield website and continuing the previous approaches (letter drops) to consultation there will be greater level of 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.

Financial and Commercial Implications

- 4.4. The LaNTP grant budget of £3.45m for 2022/23 has been allocated by South Yorkshire Mayoral Combined Authority. The allocations total £5.80m, which includes a committed carry forward of £2.35m for 2022/23. However, historically a number of schemes tend to slip during the year, therefore there is currently a forecasted £1.20m to be spent in 2023/24.
- 4.5. In addition, a number of external funding sources could potentially be secured during the year. This would relieve the LaNTP or Road Safety Fund allocations for the projects, allowing the expected spend to be reallocated to an enhanced or new project.
- 4.6. Spend will be monitored throughout the year and if an overspend were to materialise, this would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.

- 4.7. The Road Safety Fund has an allocation of £4m from the Corporate Investment Fund (Community Infrastructure Levy element), as detailed within the 2020/21 budget setting process and include in the approved capital strategy.
- 4.8. It is anticipated that additional external funding may need to be incorporated into the programme later in the financial year, subject to determination of external funding bids.
- 4.9. It should be noted that the figures quoted in Appendix A of this paper are inclusive of commuted sums payable as a result of the changes to the Highways

Legal Implications

- 4.10. The Council has a number of traffic/route management powers and duties, for all highway users including pedestrians, including those under the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984, that enable it to implement the projects/schemes set out in the Local Transport Plan capital programme. Specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes.
- 4.11. The outputs of this programme will be prepared to ensure that the relevant requirements of the statutory planning process are met.
- 4.12. Engagement of key stakeholders, residents and members of the public is an obligation of the local authority during the planning and delivery of any process that alters 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 subsequently subject to the normal, formal consultation process.

Climate Implications

- 4.13. Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and supporting local policy. 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.

Other Implications

- 4.14. There are no direct Human Resource implications for the Council.
- 4.15. There are no direct Property related implications for the Council as all work is proposed within the adopted highway.

- 4.16. Each project will develop its own risk register during the feasibility and design process and will be produced in the initial stages of the project development. This will be reviewed and updated through the current stage of works and internal approval process. Capital cost risks are currently addressed through the inclusion of the programme in the Transport Programme Group governance structure.
- 4.17. 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.
- 4.18. 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. Issues associated with congestion, noise and severance are specifically being mitigated through the programme.

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. Both the LaNTP and the Road Safety Fund programmes will be not introduced the opportunity for economic, environmental and societal benefits will be missed.
- 5.2. It would also be possible to consider different schemes as part of the programme. However, it is felt that the proposed programme achieves the greatest 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 2022/23 financial year. The proposed programme is extensive and ambitious which comes with its own challenges. The programme takes advantage of utilising external funding sources where possible to deliver impactful change to the transport system, considering environmental, economic and societal needs.