



Report to Policy Committee

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Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *15th December 2022*

Subject: *Local and Neighbourhood Transport
Complimentary Programme and Road Safety Fund
Programmes - 22/23 delivery update*

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 updates on delivery of the Local and Neighbourhood Transport Complimentary (formerly known as the Local Transport Plan) and Road Safety Fund capital programmes, as approved by committee on 15th June 2022.

It also seeks approval to proceed with taking variations within the programme through the Councils capital approval process.

Recommendations:

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

- i. Note progress on the Local and Neighbourhood Transport Complimentary (formally known as the Local Transport Plan Integrated Transport Block) and Road Safety Fund programmes, as approved by committee on 15th June 2022;
- ii. Approve the variations within the 2022/23 programmes (highlighted in section 1.11 and Appendix A), noting the individual projects will still need to go through the Councils capital process – to be approved by the Strategy and Resources committee
- iii. Note the increase in spend profiled in 2023/24

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

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>Richard Cannon</i>
	Equalities & Consultation: <i>Louise Nunn/Ed Sexton/Bashir Kahn</i>
	Climate: <i>Jess Rick</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>David Whitley</i>
	Job Title: <i>Transport Schemes Manager</i>
Date: 15th December 2022	

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 South Yorkshire Mayoral Combined Authority Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined in the Sheffield Transport Strategy, with schemes also identified through Member and public requests and assessed via existing prioritisation processes.
- 1.2. The first meeting of this Committee in June approved the schemes within the 2022/23 programme, this report provides an update on delivery progress of schemes within two elements of the Transport Capital programme and seeks approval to make some changes within them.

Local and Neighbourhood Transport Complimentary Programme

- 1.3. The Local and Neighbourhood Transport Complimentary Programme (LaNTP) was formerly known as the 'Local Transport Plan Integrated Transport Block' and is often just referred to as the 'Local Transport Plan' or 'LTP' programme. This report will use the term 'LaNTP' for this programme from this point on
- 1.4. The LaNTP is part of the City Region Sustainable Transport Settlement (CRSTS) funded by the Department for Transport and administered through the South Yorkshire Mayoral Combined Authority (SYMCA). 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.
- 1.5. Although most grant funding now comes to the Council following successful bids for specific (named) schemes (often needing delivery to tight timescales), the LaNTP still provides more local flexibility both in terms of what it can be spent on and when it has to be spent by. It can be carried forward for spend into future years.
- 1.6. At the start of the five years, as reported in June 2022, there was a committed programme from 2021/22 of £2.35m which was carried forward for delivery in 2022/23. Coupled with the £3.5m allocated in 2022/23, this gave a total programme value of £5.8m for 2022/23.

Road Safety Fund (RSF)

- 1.7. The Road Safety Fund (RSF) has been allocated by the City Council to recognise the value that local communities place on road safety improvements. This was reinforced by the priorities that emerged from the Local Area Committees through the development of the Community Plans.

It is being used to take forward a large number of small interventions across the city. It is not limited to a particular financial year so (like the LaNTP) is more flexible than some other funds. However, the intention is to spend this funding as quickly as is possible to achieve the benefits. This investment can address local priorities, without reliance on external funding sources or incorporating these improvements into larger investment projects. The types of schemes being taken forward were set out in the June report.

Delivery update – LaNTP

- 1.8. In June 2022, it was expected that the spend profile would be around £4.6m of the £5.8m programme in 2022/23, with £1.2m to be carried forward for spend in 2023/24. This report provides an update on the revised spend profile.
- 1.9. Out-turn spend on projects approved within the LaNTP in 2022/23 is now expected to be in the order of £3m, with £2.8m to be carried forward into 2023/24. Although this is an increase in carry forward of £1.2m since June 2022, the 2022/23 spend is still expected to be a significant increase from the previous year. Despite the carry forward, the programme is still currently fully allocated to projects progressing through the Councils capital gateway process.
- 1.10. LaNTP spend has been slower than expected in part due to the flexibility of the fund leading to staff resources being prioritised on delivering time critical programmes first. The need to revisit designs for schemes following public consultation as well as supply chain delays has also affected spend levels in 2022/23.
- 1.11. The main changes within the LaNTP programme are:
 - Accident savings schemes – increase of £34,000 due to a reduction in the cost of the Oughtibridge and Sheaf Street crossing schemes, but a significant increase in the design cost of the Abbeydale Road/Wolseley Road scheme. Feasibility of a scheme at Barnsley Road - Herries Rd/Owler Lane is included in the programme too.
 - 20mph programme – reduction of £219,000 in the programme, despite no reduction in planned outputs. This is primarily because of reducing the need to ‘underwrite’ the Road Safety Fund (RSF) 20 mph schemes as they are now progressing through the Councils capital approval process. The reduction includes £140,000 originally allocated for the Westfield and Herdings schemes that will be delivered through RSF. There is some variation within each of the individual scheme costs including Crosspool, Farleigh, Hillsborough and Woodseats, but these have generally been around +/- £30,000
 - Pedestrian accessibility – no change in spend, but schemes at Birley Moor Road/Birley Lane (surveys showed that an additional controlled crossing of an arm at the existing signal-controlled junction is not where people are currently choosing to cross) and Crookes/Lydgate Lane (cost) are no longer progressing in 2022/23

- Small schemes - increase of £26,000, including a £14,000 contribution for bollards on the Grey to Green scheme on Angel Street
- Network management – increase of £77,000 including a lower cost of delivering the double yellow line programme (£54,000) the development of a number of programmes (including coach parking, signing strategies, mini Holland development and district and local centre and tram stop accessibility packages moving to '23/24' (£120,000) and early design work on the potential to replace the current temporary crossings within the Active Travel Neighbourhoods with a more permanent solution (£60,000). The expectation is to use some of this years Active Travel Fund (ATF) budget to undertake the work instead). Although there has been some decreases, there is a need to allocate an extra £140,000 to the Broadfield Road scheme. Although primarily funded by the National Productivity Infrastructure Fund (NPIF) additional scope to provide new signal-controlled crossing facilities and a small number of additional parking spaces within the community, coupled with issues discovered on site means that the project requires additional funding to enable successful completion. It is also proposed to fund the ongoing maintenance for the Broadfield Road scheme (£136,000) from this allocation too. The Coisley Hill traffic management scheme (currently on site) has also increased by £24,000, in part due to price inflation of materials.
- Cycle schemes – increase of £74,000 made up from the Netherthorpe Road subway scheme costing less than originally budgeted for (£21,000), and an in year reduction in cycle supporting infrastructure - although the programme will still delivered as forecast. These reductions will enable an additional £176,000 contribution to the maintenance and delivery of TCF and ATF to be made.
- Air quality – increase of £8,000 to invest in the network of air quality monitoring stations around the City

Delivery update – RSF

1.12 Appendix A shows changes between December 2022 and June 2022 with the headlines being:

- 20 mph programme progressing well, albeit at a slightly lower cost (currently £15,000) than expected. However, this still will require changes within the programme (detailed in Appendix A), including a £25,000 increase to the original allocation to the Norton scheme. Total value of the 20mph programme is still around £1,400,000
- Accessibility programme is progressing too – with the Station Road. Halfway Crossing already complete, the Burton Road crossing is expected to receive approval in December 2022 and the consultation on the Rother Valley parking scheme is expected in early 2023. The changes within the programme are detailed in Appendix A. The reduction in the allocation for the Abbey Lane crossing scheme is proposed as other funding provided through the SYMCA could be utilised first.
- Vehicle Activated Sign (VAS) programme – which has been developed with the LACs has started rolling out on site. This programme also includes a revenue element which allows the units to be rotated, as well as the data from the units to be downloaded and analysed.
- The advisory school 20mph programme is still at the feasibility stage

- The Herries - Hillfoot cycle route feasibility report is expected to be completed by Sustrans in December 2022

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1. The Council and SYMCA have continued to promote schemes of this nature given the wider economic, societal and environmental benefits 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 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);
 - Integration with other portfolio objectives.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1. As advised in the June report, the Road Safety Fund has undergone consultation with Members through the development of the Local Area Committee discussions.
- 3.2. The initial LaNTP programme was developed in consultation with the then Co-operative Executive Member for Climate Change, Environment and Transport. This report provides an opportunity for the Committee to review.
- 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 have (and will continue to) 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. The objective is to provide a transport system that increases accessibility and supports 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 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. LaNTP: Spend will continue to be monitored throughout the year. The maximum value that the City Council can claim from the Mayoral combined authority in 2022/23 is £5.038m. However, this report highlights that it is unlikely that an overspend will materialise due to the delays within the programme. However, if this situation was to develop on a scheme by scheme basis, it would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.
- 4.5. 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.
- 4.6. LaNTP and RSF: it should be noted that the figures quoted in Appendix A of this paper are inclusive of commuted sums (for ongoing scheme maintenance) payable as a result of any changes made to the highway.

Legal Implications

- 4.7. 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 Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire.

- 4.8. 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.
- 4.9. 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 in the Local Transport capital programme. However, specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes including the powers intended to be exercised. For example, the Council may carry out alterations to the highway itself using powers under Part V of the Highways Act 1980 or implement restrictions on the way in which traffic may use those highways using powers available under the Road Traffic Regulation Act 1984 ('the 1984 Act'), including on an experimental basis where deemed appropriate.
- 4.10. 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.

Climate Implications

- 4.11. 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 they progress 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 as well as the local 10 Point Plan and will take on board the Transport Decarbonisation Routemap as that develops. This includes tackling areas with poor air quality, promoting public transport and encouraging modal shift for short journeys to active travel, as well as promoting the decarbonisation of all vehicles. Individual schemes within the programme will be expected to complete a Climate Impact assessment as part of the Councils capital approval process.

Other Implications

- 4.12. There are no direct Human Resource implications for the Council.
- 4.13. 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.
- 4.14. 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.
- 4.15. 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.
- 4.16. 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, improving safety, promoting public transport and encourage modal shift for short journeys to active travel.

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 RSF programmes would not be introduced and 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. The proposed LaNTP and RSF programmes balances the availability of funding sources with local and national policy to give a clear focus for the 2022/23 financial year, with an opportunity for changes to be considered by Committee that could be made in future years of the current 5-year programme. The proposed programme is extensive and ambitious which comes with its own challenges. The programme utilises internal and external funding sources and staff resources to deliver change to the transport system, considering environmental, economic and societal needs.

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