



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: *16th March 2023*

Subject: *Local and Neighbourhood Transport Programme 2023/24*

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|--|-----|-------------------------------------|----|-------------------------------------|
| 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 Programme (LaNTP, formerly known as LTP or Local Transport Plan) for 2023/24 and seeks approval to proceed with development and implementation of the proposals subject to the capital and legislative approvals being obtained through the Capital Gateway and Committee processes.

Recommendations:

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

- i. Approves the proposed 2023/24 LaNTP capital programme, subject to the capital and legislative approvals being obtained; and
- ii. Maintains the delegated authority to the Head of Strategic Transport, Sustainability, and Infrastructure to make reserved commissioning decisions necessary to progress the 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: Damian Watkinson, Finance Manager |
| | | Legal: Portia Watkins, Planning and Highways Lawyer |
| | | Equalities & Consultation: Ed Sexton, Senior Equalities and Engagement Officer |
| | | Climate: Jessica Rick, Sustainability Programme Officer |
| <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: | Kate Martin, Executive Director of City Futures |
| 3 | Committee Chair consulted: | Councillor Julie Grocutt, Deputy Leader of the Council and Co-Chair Transport, Regeneration and Climate Policy Committee Councillor Mazher Iqbal, Co-Chair Transport, Regeneration and Climate Policy Committee |
| 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: Cate Jockel | Job Title: Transport Policy and Strategy Manager |
| | Date: 6 th March 2023 | |

1. PROPOSAL

1.1 Introduction

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

1.1.2 In April 2022, the Department for Transport (DfT) announced that the five-year CRSTS allocation to SYMCA was £570m, with Sheffield's part of this being £135m. This included £17.25m for LaNTP to continue our 'business

as usual' smaller scale transport schemes. The 2023/24 allocation for Sheffield City Council is £3.45m. 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. (Indeed, it is expected that around £3.0M of the 22/23 LaNTP is being carried forward into 23/24: that is fully allocated to projects that are progressing through the Capital Gateway Process. The projects outlined in this report are new for 23/24, so additional to those already in process).

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

1.1.4 The strategic objectives for the LaNTP 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.

1.1.5 Each year, the Council outlines an LaNTP Capital Programme to establish the short-term priorities for this 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 LaNTP programme is managed by a team of Client Leads from within the Transport Planning and Infrastructure Section in City Futures. Each Client Lead has responsibility for one or more areas within the programme, and this 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, 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 The transport landscape continues to be difficult. Transport provision and future development faces challenges from post-COVID adjustments such as new work patterns; various factors impacting on materials costs, supply chains and resourcing; and the significant changes in capital funding opportunities from central Government in recent years. In relation to the latter, there continues to be more focus on addressing decarbonisation and the climate emergency.

1.3.2 During 22/23, several issues have impacted our ability to deliver more, such as resource constraints within various teams (within and without the Service); the need to prioritise some larger projects with tighter deliver dates; and familiarisation with new Committee processes. There are also a series of cost implications that need to be managed, following a raise in inflation rates and construction costs.

1.3.3 Because of these considerations, we are focussing the 2023/24 LaNTP on trying to 'catch up' within that programme, by developing a smaller number of larger schemes for delivery in later years; as well as types of small 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.

1.4 Programme Development (Over-Programming)

1.4.1 Inevitably given the complexities of developing transport schemes, there will be some delay to some schemes: therefore, a certain degree of over-programming (circa 5%) has been built in.

1.4.2 A £3.62m LaNTP programme has therefore been developed for 2023/24, consisting of improvements to address eight key categories, namely:

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

- Air Quality.

The more detailed allocations within and between these categories will be agreed through the Capital Gateway Process. Significant changes with policy implications would be brought back to this Committee.

1.5. Programme Composition

1.5.1 *Local Safety Schemes (£200,000)*

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 Road Safety engineering schemes reduce the number and severity of collisions, reduce the fear of collisions, encourage sustainable modes of travel and contribute to the creation of a more pleasant environment. The current approach is to implement road safety engineering schemes at sites with the highest injury collision rates in the city.

1.5.1.3 The schemes are prioritised using a points-based system focussed on collision types and numbers. ‘Lengths’ of road and particular locations (such as a junction or a bend) known as a ‘spot’ are prioritised separately. The sites are then 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 In recent years, some of the highest scoring sites have not been tackled through annual LaNTP funding as they were likely to be extremely costly (more than the budget) due to their location. However, having a 5-year allocation allows float for feasibility work on some of these sites to commence in 2023/24 in order to develop a 3-year forward programme (2024-25 to 2026-27). The identified locations are all around the Inner Ring Road at:

- Brook Hill/University roundabout,
- St Mary’s Gate,
- Moore Street roundabout,
- Bramall Lane roundabout; and
- Upper Hanover/Glossop Road.

1.5.1.6 Future factors (such as increasing central area residential development) will need to be taken into consideration in developing these safety schemes.

1.5.1.7 It is also proposed that, in addition to commencing feasibility work on these, another group of locations will be taken forward, where it may be possible to deliver safety improvements more quickly, including:

- Ecclesall Road: Collegiate Crescent east to M&S and west to Hunters Bar,
- Saville Street/Spital Hill; and
- Sheaf Street, near Howard Street.

1.5.2 *20 mph Zones (£450,000)*

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. They do not include any ‘physical’ traffic calming measures. To date, around 30 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.

1.5.2.3 This programme is being rolled out across the city using both LaNTP and the Road Safety Fund. Around 11 schemes should be constructed in 2023/24, subject to any remaining approvals, namely:

- Deerlands,
- Beighton,
- Waterthorpe,
- Highfield,
- Batemoor,
- Norton Lees,
- Carterknowle,
- Westfield,
- Herdings,
- High Green; and
- Fulwood.

1.5.2.4 The future of this programme will be the subject of a future report to Committee. Council’s previous decision was to roll-out signs-only 20 mph zones to all residential areas city-wide. This was preferred as an alternative to the more resource-intensive implementation of traffic calming measures where these would be appropriate, over what would be a significantly longer time period.

1.5.2.5 It is proposed that this is reviewed during 2023/24 to determine the way forward from 2024/25 onwards. In the meantime, it is suggested that the

following additional five schemes be developed (designed and implementation potentially starting, subject to the funding and approvals processes) in 2023/24.

- Netherthorpe,
- Brincliffe,
- Earl Marshall,
- Greenland; and
- Loxley.

1.5.3 *Pedestrian Enhancements (£1,630,000)*

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. Some significant changes are proposed for 23/24 to involve the Local Area Committees (LACs) more.

All requests are scored 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.

Due to the sheer number of requests, initial assessment has to be largely a desk-top exercise. The schemes are then listed in priority order with the highest scoring schemes first.

1.5.3.2 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.

1.5.3.3 It is proposed that this assessment process is reviewed during 2023/24 to determine whether and how to bring these other types of pedestrian improvement requests more in scope. In the meantime, it is proposed that schemes are developed at the following seven locations in 2023/24 using LaNTP:

- London Road (between Bennett Street and Boston Street),
- Shiregreen Lane / Monckton Road junction,
- Glossop Road near Brunswick Road,
- Moonshire Lane / Herries Road/ Southey Crescent,
- Fox Road / Somerville Terrace / Whitehouse Lane,
- Creswick Lane (o/s Yewlands academy); and

- Wordsworth Road / Cookson Park playground.

There is a significantly increased allocation proposed for pedestrian enhancements this year, in order to allow for more Local Area Committees (LACs) involvement. In order to maximise the possibility of delivery in 2023/24, we will be seeking input from LACs in the first quarter of the financial year.

(1) Each LAC will have the opportunity to input to one additional crossing facility in its' area. Advice will be provided on locations in the area already scored with the points-based criteria above and one can be chosen to progress in 23/24. The LAC may be aware of other local priorities and can put these forwards to be assessed in the same way. However, this will take time and so such new requests would therefore be part of the potential programme for subsequent years.

(2) Each LAC will have the opportunity to advise on other pedestrian improvements, such as wider (or new) footways, more dropped crossings/tactile paving and narrower junction mouths. For ease of delivery in the 23/24, officers recommend that this be used for additional dropped crossings with tactile paving.

1.5.3.4 It should be noted that the increased allocation to the Pedestrian Enhancements section of the annual programme is being made for 2023/24 only at the moment. This will be reviewed in line with the wider demands on the programme, particularly in relation to road safety, when considering future years allocations.

1.5.4 *Small Schemes (£100,000)*

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 (£100,000)*

1.5.5.1 The Public Rights of Way (PROW) team has a 10-year programme to improve surfacing which will help to reduce maintenance costs and allow for maintenance liability moving from the PROW team to Amey.

1.5.6 *Network Management (£730,000)*

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

1.5.6.2 Waiting Restrictions/Double Yellow Lines (£90,000): This is a regular annual allocation to cover requests. Around 15 sites have been prioritised to take forward in 2023/24. 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.

- 1.5.6.3 Pavement Parking (£30,000): This is to cover further parts of the city centre, building on the existing pavement parking ban.
- 1.5.6.4 Disabled Parking Bays in District Centres (£30,000): It is intended that provision in all District Centres will be reviewed and added to as necessary over the course of 23/24. Criteria for further roll-out into Local Centres, or adjacent to certain types of facilities, could be considered for future years of this CRSTS funding source.
- 1.5.6.5 Active Neighbourhoods (£200,000): For 2023/24, the focus will be on continuing work in Crookes/Walkley and Nether Edge to assess the current ETRO proposals and interventions to help feed into the committee report later in the year to determine which elements of the schemes (if any) could progress beyond the temporary pilot stage.
- 1.5.6.6 Cycle parking (£20,000): A draft programme for providing cycle parking, including secure cycle parking, in the city centre, other district and local centres and at other destinations, including in residential areas will be developed during 2023/24. Criteria will be developed and discussed with Committee and a draft programme agreed for roll-out from 24/25 onwards. The focus for 23/24 is on the city centre hub and on a pilot in residential areas, which will involve the Crookes/Walkley and Nether Edge Active Neighbourhoods. Those are separate to this funding allocation.
- 1.5.6.7 Signing strategies (£10,000): There are several schemes which require development and/or review in 2023/24, including: active travel routes, wayfinding to the public transport network, and pedestrian wayfinding around the city centre. This allocation will allow a start to be made on scoping out issues.
- 1.5.6.8 Kelham, St Vincent and Park Hill Parking schemes (£150,000): parking schemes to deter commuter parking around the city centre were scheduled to be funded pre-covid as 'Invest to Save' schemes. However, as a result of a number of factors, including the impact of covid on travel patterns and comments received during consultation processes, the detail of these schemes is under review. It may be that some core funding from the transport capital programme is required to contribute either to an 'Invest to Save' programme or prudential borrowing. An allocation is therefore included from LaNTP at this stage. These schemes will be reported to committee separately and the need for this funding will be reviewed as part of that.
- 1.5.6.9 Traffic Management Act Part 6 (£100,000): Earlier this year and following a change in the law, the DfT confirmed that Local Highway Authorities in England and Wales have the opportunity to apply for a Designation Order to undertake enforcement in respect of Moving Traffic contraventions in their areas. This means traffic enforcement cameras could be used to enable the Council to enforce a variety of existing traffic restrictions on Sheffield's roads, to help improve safety and reduce congestion. The Committee were advised about this on 19th January 2023 and approved

the application, which has been submitted. It may be some months before the Order for the powers is made but it is proposed that an LaNTP allocation is used to set up the necessary processes during 2023/24.

1.5.6.10 Station Taxi Access (£50,000): This is to investigate what changes are feasible to the way that taxi access to/at Midland station currently operates.

1.5.6.11 Broadfield Road Match Funding (£50,000): Match-funding from the LaNTP is required.

1.5.7 *Cycling Enhancements (£200,000)*

1.5.7.1 Other funding streams such as the Transforming Cities Fund 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. However, there is a requirement for match funding of these larger programmes, as well as an opportunity to fund improvements where there are gaps, and this high-quality network could be significantly improved with localised interventions. These will be identified following on from cycle route network development and network mapping, which is expected to be progressed during 2023/24. In advance of that, it is expected that any investment in cycling schemes from the LaNTP in 2023/24 will either be:

- Known gaps where there is an opportunity to improve,
- Small scale interventions (parking requests, barrier removals),
- Contributions to cycling projects already being delivered, as necessary, such as the Sheaf Valley cycle route; or
- Contributions to the on-going maintenance of new cycling infrastructure to make sure that their benefits are maintained over multiple years.

1.5.8 *Air Quality (£205,000): EV chargepoints, anti-idling, etc.*

1.5.8.1 Following the EV charging report to Committee on 21st September 2022, one of the strands of work approved to take forward was a bid to the Government's On-Street Residential Charger Fund (ORCs). This bid is being worked up for submission by the end of March 2023 and, if successful, will be for delivery in 2023/24. The fund requires significant match-funding (roughly 50% of total costs) so, if that bid is successful, that will be a call on this £205,000.

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 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 that are 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 through the delivery of the 2023/24 LaNTP 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 wellbeing,
- 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, consultation will take place with Ward Members, Local Area Committees, residents, businesses, landowners, interest groups, transport operators and disability groups and any others considered to have a direct interest in the proposal.

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 Case.

4.1.2 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.

4.1.3 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 LaNTP grant budget of £3.45m for 2023/24 has been allocated by SYMCA.

4.2.2 Spend will be monitored throughout the year and if an overspend were to materialise, which is not considered likely in 23/24, this would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.

4.3 Legal Implications

4.3.1 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 capital programme. Specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes.

4.3.2 The outputs of this programme will be prepared to ensure that the relevant requirements of the statutory planning process are met.

4.3.3 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 subject to the normal, formal consultation process.

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 opportunity to use the LaNTP to deliver economic, environmental, and societal benefits would be missed.

5.2 It would 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.

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 accessibility, creating a greater sense of safety, enhancing environmental amenity, and improving health by supporting more active travel movements and tackling road safety issues.
- 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 2023/24 financial year.