

## Policy Committee Decision Report

**Title of Report:** Local and Neighbourhood Transport Complimentary Programme and Road Safety Fund Programmes - 2024/25 delivery update

**Date of Decision:** 11th September 2024

**Report To:** Transport, Regeneration and Climate

**Report Of:** Kate Martin, City Futures

**Report Author:** David Whitley, Transport Programmes Manager

**Executive Summary:** This report updates on delivery of the carry forward within the 2023/2024 Local and Neighbourhood Transport Complimentary (formerly known as the Local Transport Plan) and Road Safety Fund capital programmes, as well as the 2024/25 programme approved by this committee on 13th March 2024.

It also seeks approval to proceed with taking variations within the programmes through the Council's capital approval process.



**Council Plan outcomes:** City on the Move, Great Neighbourhoods that people are happy to call home

**Policy Committee remit:** This report is to be considered by the Transport, Regeneration and Climate Policy Committee as its remit includes functions arising from the Council's roles as Highways Authority and Road Traffic Authority, including transport and parking matters, where these relate to the Capital Programme.

**Does the report contain confidential or exempt information?** No

**Recommendations:**

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

- i. Note progress on the Local and Neighbourhood Transport Complimentary (LaNTCP - formally known as the Local Transport Plan Integrated Transport Block) and Road Safety Fund (RSF) programmes.
- ii. Approve the variations within the programmes (highlighted in sections 2.6 to 2.25 for the LaNTCP, and Appendix B for RSF), noting the individual projects will still need to go through the Councils capital process – to be approved by the Finance and Performance committee.

**Financial Implications:** Yes - Approved by Damian Watkinson

**Legal Implications:** Yes - Approved by Richard Cannon

**Equality and Inclusion Implications:** Yes - Approved by Ed Sexton

**Climate Change Implications:** Yes - Approved by Kathryn Warrington

**Background Papers:** None not already publicly available

**Appendices:** Appendix A – LANTCP scheme detail  
Appendix B – RSF scheme detail

## 1. Background to the issue

- 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 This Committee approved the schemes allocations 'slipped' from the 2023/24 programme and the detail of the £6m 2024/25 programme being approved on 13th March 2024. This report provides an update on delivery progress of schemes within two elements of the Transport Capital programme and seeks approval to make 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. Based on spend in 2023/24, the December 2023 report covered commitments to the value of £7.2m within the LaNTCP programme. £2.3m was spent in the in 2023/24, leading to carry-forward of £4.9m. Coupled with £6m approved in the 2024/25 programme, this report covers schemes with a total value of nearly £10.9m. More detail is included in **Appendix A**. Schemes

shown in blue in the appendix are proposed additions to the programme, those in red are where a larger increase or decrease in the allocation within the programme is required.

### **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 2022 report. Around £2.8m is currently expected to have been spent by the end on 2024/25. More detail is included in **Appendix B**.

## **2. Proposal**

### **Delivery update – LaNTP**

- 2.1 Out-turn spend on projects approved within the LaNTP in 2024/25 is now expected to be in the order of £4.5m, with £6.4m expected to be carried forward into 2025/26. Despite the carry forward, the programme is still currently fully allocated to projects progressing through the Councils capital gateway process.
- 2.2 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 also affects spend levels.
- 2.3 Conversely, price inflation has had an effect on the size of delivery programmes. Year on year general cost increases have been around 10%-15%, but some materials (such as steel) have seen recent increases by as much as 33%. Each year a scheme is delayed, costs will increase, which in turn reduces the amount of discretionary funding available to allocate within the programme.
- 2.4 These changes do not currently include new proposals to help fund cost pressures within the Transforming Cities Fund (TCF) programme, but this may become necessary in future years.

2.5 The figures in brackets show the current allocations, made up of carry-forward from 2023/24 plus new allocations (or changes in allocations) for 2024/25. The main changes in allocations within the LaNTP programme are:

***Local Safety Schemes (£848,000) a £2,000 reduction***

2.6 Progress on the following schemes in development within the programme:

- Crookes Valley Rd/Harcourt Rd/Oxford St feasibility design completed
- Barnsley Rd - Herries Rd/Owler Lane feasibility design complete - although this scheme will not now progress through the LaNTCP programme, but will be considered as part of the City Region Sustainable Transport Settlement (CRSTS) Northern Communities scheme. The LaNTCP allocation will be reallocated within the programme
- Feasibility design work continues on some 'legacy' schemes (including junctions on the Inner Ring Road such as St Marys Gate and Bramall Lane) as we transition into delivering 'vision zero' as set out in the Road Safety Action Plan approved by this committee on 13th March 2024.

2.7 There are some very minor changes within the overall 'local safety scheme' allocation (around £3,000) where final costs of 2023/24 schemes were slightly less than budget.

2.8 However, there are two new schemes proposed within this programme:

- Change to the speed limit along Redmires Road. The £15,000 contribution from the LaNTCP is in addition to the Local Area Committee (LAC) funding, so any changes can be made along a longer length of the road at the same time.
- A £90,000 allocation to develop schemes that are prioritised through the 'vision zero' approach, concentrating more on sites with a high proportion of Killed and Seriously Injured (KSI) collisions, rather than on sites with a high number of collisions overall. The investigatory work into 59 identified sites is ongoing, but this allocation will enable feasibility design work to start immediately once priorities are known

***20 mph schemes (£770,000) a £35,000 increase***

2.9 20mph schemes are implanted through a Traffic Regulation Order (TRO). A legal process that includes public consultation on the scheme proposals. Progress on the following schemes in development within the programme:

- Earl Marshall – plan final approvals submission (and TRO objection report to be considered) in November 2024. £18,000 increase to cover current scheme price, but this may change again at final approval
- Greenland – plan final approvals submission (and TRO objection report to be considered). £18,000 increase to cover current scheme price, but this may change again at final approval
- Netherthorpe – in feasibility design, TRO planned to be advertised Autumn 2024
- Brincliffe – in detailed design, TRO advertised, with objection report expected to be considered in November 2024.
- Loxley – in feasibility design, TRO planned to be advertised Autumn 2024

2.10 This leaves the following schemes – with a total allocation of around £320,000) within the 2024/25 programme still in development:

- Lower Loxley
- Longley Hall
- Beaver Hill
- Tapton and
- Collegiate

2.11 All sites in feasibility design including developing proposed scheme boundaries using speed survey data. This is the proposed scheme boundary is then advertised through the TRO process.

***Pedestrian Enhancements (£3,910,000) a £288,000 increase***

- Herries Road (near Parkwood Road) - construction planned from October 2024, although we will start earlier if we can
- Manor Lane (near Manor Park Road and Seaton Crescent - construction planned from early 2025, although we will start earlier if we can
- Dyche Lane (near Meadowhead school) – more disruptive elements of construction outside the school planned during October half term. The full cost of this scheme has increased by £135,000 due to a change in scope leading to an additional ‘parallel’ crossing being provided at the entrance to the school.

2.12 This leaves the following schemes from the 2023/24 programme in detailed design – with the final stages of approval currently expected to be by Christmas 2024. It is currently expected that all these schemes should start on site by March 2025:

- London Road (near Hill Street)
- Glossop Road near Brunswick Road
- Creswick Lane (outside Yewlands academy)

- Wordsworth Avenue / Cookson Park playground
- Shiregreen Lane / Monckton Road junction (zebra) – the estimated costs for this scheme have been increased by £93,000 through the design process due to the need to change kerblines at the junction to accommodate the crossing. However, these costs may reduce once the final scheme costs are calculated after the design process is complete

2.13 Through working with LACs through the scheme development process we now know what type of crossings are required (shown in brackets) within their crossing programme. All the following crossings (unless stated) are in outline design, but they are not expected to start on site before March 2025.

- East LAC - Staniforth Road (zebra)
- 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) – currently in detailed design, and
- South LAC - Myrtle Road /Annes Road (zebra).

2.14 The exception is the following scheme, where all approvals are already in place to start construction this year:

- SE LAC - Birley Spa Lane at Jermyn Crescent (zebra on an existing raised plateau). Full cost of the scheme is around £21,000 less than expected as the final construction costs are lower than estimated. This reduction will be used to fund some of the increases within the pedestrian enhancement programme

2.15 The following crossings within the 2024/25 programme are currently all in feasibility design and will need further development and consultation. It is not expected that any of these sites will start to be constructed before March 2025.

- Crookes Valley Road near Mushroom Lane
- Handsworth Grange Road (outside the school entrance)
- Abbeydale Rd/Bannerdale Rd

2.16 This leaves two crossings that were originally expected to progress as part of the 2024/25 programme, but both will be seen as priorities for the 2025/26 programme:

- Rockingham Street at the junction with Broad Lane – due to a desire to co-ordinate developments in the area



- London Road/ Boston Street – with financial allocation being used to ensure other schemes in the 2024/25 programme can be adequately funded

***Small Schemes (£346,000) a £50,000 reduction***

- 2.17 This programme includes an allocation for each LAC to fund small local transport schemes, as well as part time 20mph zones outside schools – which were offered to all LACs. We worked with LACs to develop schemes within the 2023/24 programme, delivering £145,000 of the £402,000 allocated, with the remainder being carried forward into 2024/25. The reduction shown here will still enable the part time 20mph zones outside schools to be delivered, but the lower allocation better reflects the practical reality of what can be delivered in year once prioritisation, agreement, design and works completion of a large number of smaller schemes are factored in.

***Public Rights of Way (£465,000) No change***

- 2.18 This programme includes allocations for contributions to improvements on the Public Rights of Way network on projects delivered by other departments within the Council, principally Parks and Countryside, in order to maximise the value for the money within the programme. This includes a planned contribution to upgrade routes through the Rivelin Valley.

***Network Management (£2,576,000) a £181,000 increase***

- Broadfield Road/London Road scheme completed
  - Hillsborough bus and tram gate review will no longer be funded through the LANTCP, but will be included within the scope of the City Region Sustainable Transport Settlement (CRSTS) Upper Don Valley scheme. The £13,000 LANTCP will be reallocated within this programme.
- 2.19 This leaves:
- Schemes within 2023/24 and 2024/25 double yellow line programme have been identified, with the TRO advertised
  - Local centre blue badge parking scheme in design
  - Traffic Management Part 6 (camera enforcement of moving traffic offences at first three sites) in development
  - £12,500 to start developing the next phase of the City centre pavement parking ban scheme, with locations prioritised through requests

2.20 There are some changes proposed within this element of the programme:

- Psalter Lane (at Osborne Road) pedestrian crossing – construction started in August 2024. The full cost of this scheme has increased by £76,000 due in part to the originally estimated construction costs not taking account of the change in scope during the design process that led to a new buildout at Osborne Road, making it easier to cross Osborne Road, as well as providing a better location for the zebra crossing
- Crookes (at School Road) pedestrian crossing – construction started in August. The full cost of this scheme has increased by £68,000 due in part to the originally estimated construction costs not taking account of the change in scope during the design process that led to a new buildout being required to provide a landing area (avoiding chambers) for the signal-controlled crossing
- Kelham/Neepsend parking scheme – construction started in late June. The full cost of this scheme has increased slightly, in part to manage the complexities of implementing the scheme and;

2.21 These changes would be funded by re-allocating a contribution to the 'Kelham/Neepsend to City centre' Transforming Cities fund project, which will now be funded through changes within the CRSTS programme instead, enabling the LaNTCP to primarily focus on smaller, local schemes. This reduction is shown within the 'cycling scheme' block shown below.

***Cycle schemes (although investment is more generally active travel schemes) (£1,795,000) a £501,000 reduction***

- Minor changes to Portobello cycle route (at Holly Street) completed
- Contribution to Meadowhall cycle hub paid
- Cycling small scheme programme part delivered
- Residential cycle parking scheme trial in place, and initial usage and feedback has been positive

2.22 The following schemes are currently in development:

- Continuing development of the completion of the Sheaf Valley cycle route, including making the existing temporary facilities (including on Little London Road) permanent
- Continuing development of the completion of the Crookes/Walkley Active Travel Neighbourhood, making the existing temporary facilities permanent. Next stage is consultation with Walkley residents in advance of detailed design
- Additional £70,000 contribution required for the delivery of the City centre cycle hub as costs have increased to fund highway works requested through the planning process to maximise the access to, and benefits from, the new cycle hub.

- 2.23 The £550,000 previously allocated for the construction of the 'Kelham/Neepsend to City centre' TCF scheme – and £150,000 for a permanent scheme on Division Street - will now be funded within the CRSTS programme, so these values will be reallocated within the LaNTCP programme, including funding the following new schemes:
- £47,000 to contribute to fund changes to enable cycling on Fargate as part of the current Future High Street Fund scheme, which is on site
  - £87,000 for a residential cycle parking scheme programme – building on the trail. We have over 40 requests for on street secure cycle storage on streets around the city. Committee have committed CAZ funding to maintain the lockers – and invest in a programme to invest them in schools too. The funding should cover 12 units

***Air Quality (£221,000) a £50,000 increase***

- 2.24 The majority of this allocation is to compliment an £85,000 grant from Government for a trial through the On-street Residential Chargepoints Scheme (ORCS). The scheme covers nine locations Citywide.
- 2.25 The increase in costs for the project are due to Blinks (the contractor) costs are coming in higher than anticipated primarily as a result of extra elements being added to the trial project as well significant delays leading to fee levels going over the original budget levels. The trial has proved beneficial in advance of any wider roll-out.

**Delivery update – RSF**

- 2.26 Appendix B shows changes between December 2023 and September 2024 with the headlines being:
- 20 mph programme progressing well, albeit at a lower cost (currently £46,000) than expected. However, this still will require changes within the programme (detailed in Appendix B) due to High Green schemes coming in at a lower cost than expected. Total value of the 20mph programme is still around £1,200,000, with the reduction being used to help manage cost pressures elsewhere within the programme
  - Accessibility programme is progressing too – the consultation and detailed design on the Rother Valley parking scheme is complete, but the costs have increased significantly. However, they can be funded within changes within the programme, as detailed in Appendix B. It is currently expected that the scheme will start on site in Autumn 2024.
  - Vehicle Activated Sign (VAS) programme – which has been developed with the LACs has been rolled out on site. This

programme also includes a revenue element which is allowing the units to be rotated in line with LAC expectations, as well as the data from the units to be downloaded and analysed.

- The advisory school 20mph programme is still being delivered, but will now be funded through Clean Air Zone (CAZ) income - in line with the CAZ investment plan approved by this committee in February 2024 - so the £100,000 in the LANTCP can be re-allocated to help costs pressures within the wider LANTCP.

### 3 How does this decision contribute to the Council Plan?

#### 3.1 Council Plan outcome

- 3.1.1 The Council and South Yorkshire Mayoral Combined Authority have continued to promote schemes of this nature given the wider economic, societal and environmental benefits that can be achieved through local transport schemes.
- 3.1.2 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).
- 3.1.3 The proposal aligns with the following current Council plan outcomes too:
- "City on the Move" and
  - "Great Neighbourhoods that people are happy to call home"

#### 3.2 People – Prosperity - Planet

- 3.2.1 The programmes are made up of a number of interventions that helps meet the ambitions in the Council Plan in the following ways:
- 3.2.2 **People:** Investment in 'Local Safety schemes', 'Small schemes', 'Pedestrian enhancements' and 'Cycling schemes' providing infrastructure to enable people to live in and move around the city safely, affordably and sustainably. We will continue to develop Sheffield's active travel network to make the daily commute easier and ensure that low-carbon mass transit reaches more parts of the city. We will continue to involve and work with communities and other stakeholders on the detail of individual schemes within the programmes.
- 3.2.3 **Prosperity** Sheffield's future is rooted in the transition to a green, net zero way of living, working, moving and fuelling our lives. The 'How we travel' Transport Decarbonisation Routemap highlighted that some difficult decisions will need to be made. Investment in 'Local Safety

schemes', 'Small schemes', 'Pedestrian enhancements', 'Network management' and 'Cycling schemes' will help work towards sustainable growth and Sheffield's neighbourhoods being clean, green and safe places to live, work and visit while facilitating business operations too.

- 3.2.4 **Places:** We will invest in our 'Public Rights of Way' network, 'Local Safety schemes', 'Small schemes', 'Pedestrian enhancements', , 'Cycling schemes' and 'Air quality' schemes to help protect and enhance the local environment, helping to deliver shared solutions which improve how local neighbourhoods work for people, respecting our Outdoor City and contributing to Sheffield's resilience to climate change by creating more and safer options for everyone to move around, providing choices that support walking, wheeling and cycling.

#### **4 What community or partner engagement has been undertaken and how has it informed the proposal?**

- 4.1 The initial 2024/25 LaNTP programme was approved through the Transport, Regeneration and Climate policy committee in March 2024. This report provides an opportunity for the Committee to review progress to date and shape the way forward.
- 4.2 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.

#### **5 What alternative options did we consider?**

- 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 How has equality, diversity and inclusion been actively considered?**

- 6.1 Equality implications will be considered in the options appraisal of each individual scheme and progressed through the respective business case.

- 6.2 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.
- 6.3 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.

## 7 Financial and Commercial Implications

- 7.1 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 2024/25 is £10.945m. 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.
- 7.2 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.
- 7.3 LaNTP and RSF: it should be noted that the figures quoted in **Appendix A and Appendix B** of this paper are inclusive of commuted sums (for ongoing scheme maintenance) payable because of any changes made to the highway.

## 8 Legal Implications

- 8.1 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. In addition, where there is a surplus in Clean Air Zone income, it must be spent on "facilitating the achievement of local transport policies". This would include where a scheme delivers on the Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire.

- 8.2 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.
- 8.3 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 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.
- 8.4 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

## 9 Climate and Environmental Implications

- 9.1 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 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 takes on board the recently approved Transport Decarbonisation Routemap linked to 'the way we travel'. 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.

## 10 Other implications

- 10.1 There are no direct Human Resource implications for the Council.
- 10.2 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.
- 10.3 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.
- 10.4 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. The need to manage the level of carry-forward in the approach to the final year of the five year programme (2026/27) will be important too.
- 10.5 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, improving safety, promoting public transport and encourage modal shift for short journeys to active travel.

## 11 Reasons for decision

- 11.1 The proposed LaNTP and RSF programmes balances the availability of funding sources with local and national policy to give a clear focus for the 2024/25 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 to 2026/27. 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.