



Author/Lead Officer of Report: Tom Finnegan-Smith

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Report of: *Laraine Manley, Executive Director, Place*

Report to: *Cabinet*

Date of Decision: *20 March 2019*

Subject: *The Sheffield Transport Strategy – adoption of final strategy*

Is this a Key Decision? If Yes, reason Key Decision:-

Yes No

- Expenditure and/or savings over £500,000

- Affects 2 or more Wards

Which Cabinet Member Portfolio does this relate to? *Transport and Development*

Which Scrutiny and Policy Development Committee does this relate to? *Economic and Environmental Wellbeing Scrutiny and Policy Development Committee*

Has an Equality Impact Assessment (EIA) been undertaken?

Yes

No

If YES, what EIA reference number has it been given? 257

Does the report contain confidential or exempt information?

Yes

No

If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-

“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”

Purpose of Report:

The purpose of this report is to outline the stakeholder engagement which has been recently undertaken on the Sheffield Transport Strategy, and the proposed updates to the document in light of new evidence and other developments especially the declaration of a Climate Emergency by Sheffield City Council’s meeting of 6 February, 2019.

It also provides an update on the emerging programme of projects. The final version of the Sheffield Transport Strategy is presented for formal adoption.

Recommendations:

Members approve the adoption of the final version of the Sheffield Transport Strategy

Background Papers:

- *Appendix 1 -- Summary of Engagement and officer responses*
- *Appendix 2 – List of proposed amendments to the Sheffield Transport Strategy*
- *Appendix 3 – Amended Final Sheffield Transport Strategy*

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>Tim Hardie / Paul Schofield (7.03.2019)</i>
		Legal: <i>Bob Power / Richard Cannon (11.03.2019)</i>
		Equalities: <i>Anne-Marie Johnston (5.03.2019)</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>Laraine Manley, Executive Director, Place</i>
3	Cabinet Member consulted:	<i>Councillor Lewis Dagnall</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 Decision Maker 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>Tom Finnegan-Smith</i>	Job Title: <i>Head of Strategic Transport and Infrastructure</i>
	Date: <i>11th March 2019</i>	

1.	PROPOSAL
1.1	<p><u>Introduction and context</u></p> <p>The draft Sheffield Transport Strategy was endorsed by Cabinet in July 2018. The Strategy looks towards 2034, the date of the proposed arrival of HS2 in Sheffield and anticipates what is needed to enable the city to function better economically, environmentally and in equality terms.</p> <p>It reviews the issues that the city is facing now as well as how those might change when considering the Options for Growth to support the (Local) Sheffield Plan to meet future housing needs and Sheffield City Region (SCR) targets to deliver 70,000 new jobs, the biggest concentration of which will be in Sheffield city centre.</p> <p>It links to the SCR draft Transport Strategy, approved by the Combined Authority in January 2018 with the policies in both aligned together. There is a further strategic fit with Transport for the North's (TfN) ambition for agglomeration across the major cities on northern England, in order to maximise economic regional potential as set out in the Strategic Transport Plan adopted by TfN Board and launched in Sheffield on 11 February.</p> <p>These developments have necessitated a new, evidence-led approach to transport as a component of enabling Sheffield's economy balanced with the challenges of creating a safer, cleaner and better quality of life for all in order to deliver on the city's Fairness and Green Commission findings.</p> <p>The Strategy also embraces a set of Conditional Outputs – “stretch” targets for what transport should deliver and against which future transport schemes will be measured. These outputs are conditional upon schemes receiving the necessary financial, political and public support to come to fruition.</p> <p>Over-riding any such targets are the outcomes required from transport in relation to Sheffield Council's declaration of a Climate Emergency. The implications for transport informed by work elsewhere, but not specific to Sheffield, are discussed in a redrafted Climate Change section in the Transport Strategy.</p> <p>The full implications will be identified more specifically, as part of and in the context of, the Council-wide report on a Zero Carbon City to be presented to Full Council by August 2019.</p>
1.2	<p><u>Recapping the Transport Strategy</u></p> <p>In summary the Sheffield Transport Strategy sets out the following key objectives, and approaches:</p> <p>A city that's easier to get around</p> <ul style="list-style-type: none"> • Faster, better integrated and simpler bus services

	<ul style="list-style-type: none"> • Securing the future of Supertram and supporting its expansion • New mass transit routes and services creating more public transport capacity for existing and future users • An inner ring road that has more capacity and is easier to cross into the City Centre <p>A better connected Sheffield</p> <ul style="list-style-type: none"> • Faster, longer and more frequent train services to other cities and to the rest of the city region • A transformed Sheffield Station bringing High Speed Rail services into the heart of the city • Improved major road network, keeping Sheffield connected to motorways, airports and other cities <p>A safer and more sustainable Sheffield</p> <ul style="list-style-type: none"> • Sustainable safety, safe walking and cycling as standard • Improved air quality and working to manage congestion • Improving poor health and poor access to jobs and services <p>The Strategy adopts an evidence based approach to defining the policies that will influence the development of a long-term transport Delivery Plan and the geographical areas and types of interventions needed to support our growing city. The Strategy also highlights the potential size of the future programme that will be required and possible sources of future funding.</p>
1.3	<p><u>Why engagement around the Strategy?</u></p> <p>Following Cabinet endorsement of the Strategy, a period of key stakeholder engagement was undertaken with a view to building understanding for the new approaches, as well as gathering additional evidence to add to the wide ranging evidence base already assembled.</p> <p>This engagement was seen as particularly important in view of the likely scale of the programme envisaged by the Delivery Plan towards 2034.</p> <p>It was also deemed necessary because of the tension between the competing Strategy objectives to improve Sheffield’s economy, environment and equality indices.</p> <p>It also enabled further consideration of the emerging programme of projects, in particular those most likely required more immediately in response to the most urgent transport issues the city faces.</p>
1.4	<p><u>What this report does</u></p> <p>This report summarises the stakeholder engagement and outlines the resulting proposed changes to the Strategy. Appendix 1 offers a detailed breakdown of</p>

	<p>feedback and our responses.</p> <p>The report provides an update on the work required to define the scale of the delivery programme.</p> <p>It also considers the implications of the February Sheffield Council declaration of a Climate Emergency and provides an indication as to what this might mean in relation to decarbonising transport. The climate change section of the strategy has been re-written to reflect this.</p>
2.	HOW DOES THIS DECISION CONTRIBUTE?
2.1	<p>The Transport Strategy significantly contributes to the Sheffield City Council Corporate Plan ambition for thriving neighbourhoods and communities, including our commitment to focus on better connected transport to increase travel choices.</p> <p>The Transport Strategy also sets out the City’s response to the environmental challenges related to Climate Change and Clean Air, and is therefore closely aligned to the Clean Air Strategy and Green City Strategy.</p>
3.	HAS THERE BEEN ANY CONSULTATION?
3.1	<p><u>From Vision to Strategy</u></p> <p>The process of drafting a new Transport Strategy started with the launch of the Sheffield Transport Vision in early 2018: <i>“Imagine a Sheffield where everyone can access opportunities and services without transport or mobility constraints. Residents, businesses and visitors in our thriving city can safely move themselves and their goods or products with confidence and without delay. The negative impacts of transport including air quality and noise are minimised, and safety and quality of life is improved in the city as a result.”</i></p> <p><i>“Reliable and clean journeys for everyone in a flourishing Sheffield.”</i></p> <p>A wide-ranging consultation on the Transport Vision brought in nearly 2000 responses, which were broadly supportive of the approaches outlined. The majority of people recognised the need for change to deal with transport problems, with congestion seen as the most important issue. Many were willing to switch from their current ways of travelling to assist.</p> <p>The findings from the Vision consultation were brought together with the wide range of evidence assembled and modelling to test future scenarios as the city moves into a period of growth in population along with the jobs and homes needed to support this.</p> <p>Given the decisive findings from the Vision consultation and the strong evidence base presented underpinning the Strategy, Members adopted the ensuing Transport Strategy with a view to more work being done on the schemes that flowed from its principles.</p>

3.2	<p><u>The need to build confidence in our emerging programme</u></p> <p>In view of the scale of the emerging programme, initially estimated at £1bn over 20 years, it was agreed the next stage should involve a more targeted engagement with key stakeholders to sift for new evidence and tease out the implications of the new approaches that the policies in the Transport Strategy set out.</p> <p>In addition, it was acknowledged that there was a degree of tension between the different headline objectives around the economy, environment and equality. Future schemes would be measured against a set of Conditional Outcomes (“stretch” targets) but these had been weighted largely to serving Sheffield’s economic needs. If greater emphasis was given to the environment or aspects of equality, such as health, this would impact scheme prioritisation.</p> <p>To give a concrete example -- early prioritisation of active travel schemes showed a preference for an area wide treatment to enable cycling in the south of the city in order to relieve congestion into the city centre and free up some highway space for more economically important longer distance trips. But from an equalities perspective, when taking into account inclusion and health indices, a strong case could be made for a cycling network serving the east of Sheffield, currently in the proposed second tranche of schemes.</p> <p>Therefore it was determined that some detailed outreach with the different key stakeholders, each with knowledge and lived experience in these fields, would help to plug some of the gaps in the evidence base and help to create a more rounded view upon which to finalise the Strategy and inform the future programme of schemes.</p> <p>Engagement took place principally around the major Transport Strategy themes – economy, environment and equality – using targeted outreach rather than a public survey. However, a dedicated email inbox was also established so that comments could be received arising from the engagement meetings. Information was conveyed to stakeholders via presentations supplied in advance and at meetings, and copies of the full Strategy as a bound A4 document and smaller summary booklets and leaflets.</p> <p>Appendix 1 to this report sets out the comments received throughout the engagement and the officer responses. What is given here is a high level summary for easier reference summarising the engagement work undertaken by Transport Planning officers with support and input also from Equalities and Public Health and Sustainability teams.</p>
3.3	<p><u>Engagement with key stakeholders: summary</u></p> <p>Targeted stakeholder engagement was conducted to test the three key themes in the Strategy – economy, environment and equality, partly in recognition that there is tension between these different imperatives.</p> <p>We also reached out to the Sheffield City Partnership and a specially convened meeting of transport users in order to hear direct from users and potential users of Sheffield’s transport networks and get a wider economically</p>

inclusive overview.

- A Business Breakfast at Sheffield Town Hall was hosted by Sheffield Chamber of Commerce and Industry (SCCI), an event which coincided with Sheffield's Clean Air Zone announcement, which was therefore a key topic of the open discussion section. However, broadly speaking, employers appeared well disposed to the Strategy proposals.
- For the equalities and inclusion aspects of the Strategy a workshop brought together representatives of the Equality Hub network, Access Liaison Group, Transport4All and public health along with individual disabled people, their carers and others with lived experience or specialised knowledge of transport related equalities issues. The sessions helped confirm that current transport provision is far from suitable or adequate for disabled people and/or people who suffer exclusion. Fundamental change in how transport is designed and delivered would be required to enable fuller participation in Sheffield's economy and society more broadly.
- Sheffield Green City Partnership (GCP) considered the environmental challenge of delivering a zero carbon public transport system and low carbon transport as a whole, as a contribution to reducing CO2 emissions. It was agreed that this required a coherent, whole package where it was clear how much every sector, including transport, needed to contribute to the overall goal. SCR was leading such work on a regional basis. The current target was zero carbon by 2050, but there was not yet an understanding of how the various sectors – industrial, commercial and domestic as well as transport – would contribute. Following the Climate Emergency declaration at 6 February Council this plan, in which transport will play a key part, will be developed over the next 6 months.
- Engagement with transport user representatives brought together bus users, rail users, cycle groups, and organisations with a broad interest in transport including CPRE and local community forums along with individual SCC Members and Parish Councillors from Bradfield and Stocksbridge. There was notable concern about the current state of public transport, particularly buses. The challenge of changing travel habits, including increasing cycling and the impact of TfN ambitions and the potential new road building this involved (some of it in the Peak District National Park) were also raised along with reducing pollution and meeting carbon targets in this context.
- The final engagement session was at the Sheffield City Partnership meeting, with a wide ranging discussion on inclusion and how disadvantaged communities needed to be better connected to services, again the need to improve public transport and active travel options along with reducing the need to travel as future working trends changed.

Detailed comments were also submitted to a dedicated inbox from individuals

and organisations including Peak District National Park, Council for the Protection of Rural England, Cycle Sheffield and Sheffield Green Party.

Some key themes emerging as a result of engagement were

- Public Transport

One consistent theme running through engagement was the need to improve bus services in Sheffield. The reality of declining patronage (both bus and tram) stands in contrast to the Strategy outcome for a 22% increase by 2035. Much focus was on how bus services should be operated in the future.

In terms of future operating models, the next step flowing from the Strategy will be to work with the SCR Mayor to review the operating, business and regulatory model for public transport services in the city to help deliver the uplift in patronage required. Arising from engagement we also acknowledge the need to ensure the design and provision of services, vehicles, infrastructure and information is inclusive and accessible for all, especially people who suffer disadvantage, for example disabled people and also for those most dependent on public transport.

- Active travel

The conditional outputs in the Strategy were subject to some questions which reflected a continuing discussion as to how these had been arrived at. Although this did not provide any information that had not already been considered, it did raise the need for the Council to better communicate the potential for sustainable transport modes and the importance of linking this to proven effective actions. Also, to be aware that the majority of the people switching will be doing so between sustainable modes. This is the case, even where we have a focus on reducing car trips as a proportion of overall journeys, as the Strategy states.

- Future transport and societal trends

Further consideration has been given to “future proofing” the Strategy in response to queries about developments around such as autonomous vehicles and E-bikes.

It is important to acknowledge that there are considerable uncertainties around how changes in technology and society, and emerging Council policy, will effect transport in the future. The declared Climate Emergency being an immediate example of this. To deal with this the Strategy is and acknowledges the need to become more agile in a changing world.

Conclusion

The detail of this engagement is captured in Appendix 1.
The proposed amendments to the Strategy arising from engagement are captured in Appendix 2.

3.4	<p><u>Scrutiny</u></p> <p>In view of the implications of the new transport policies for the city and the strategic fit with SCR's draft Transport Strategy and Transport for the North's wider ambitions, further consideration was undertaken at two sessions of the Economic and Environmental Scrutiny and Policy Development Committee. Scrutiny examined the current position with sustainable transport, given the challenge involved in delivering the uplift in patronage considered necessary by the Strategy. The evidence presented was considered in more detail and appeared to demonstrate to the Committee that the Transport Strategy is both ambitious and realistic in how it had arrived at the targets for increasing public transport use and cycling.</p> <p>At Sheffield Health and Well-Being Board (a cross city body), the Transport Strategy was considered alongside the Clean Air Strategy (CAS). The focus, in view of the Board's health remit, was around the CAS rather than the Transport Strategy.</p>
3.5	<p><u>Considering additional evidence</u></p> <p>Officers drew on academic expertise locally, linking up with Sheffield Hallam University's Centre for Regional Economic and Social Research (CRESR) in relation to a 2018 study on behalf of the Joseph Rowntree Foundation, <i>Tackling transport-related barriers to work in England</i>.</p> <p>Along with the Council's Interim Director of Sustainability, we are also working with the Urban Institute at the University of Sheffield who are pioneering a project linking together a number of cities globally, including Sheffield, around the UN Sustainable Development Goals (SDGs).</p> <p>A pilot piece of work is applying the SDG framework to the Transport Strategy and associated proposals for a Clean Air Zone to test whether the SDGs are useful locally as a framework for evaluating policy proposals. This helps build the case for support for integrated infrastructure investment and thus contributes to making Sheffield a more liveable city, achieving local wellbeing and climate change mitigation as well as infrastructure goals.</p>
3.6	<p><u>Developments since engagement closed: declaration of a Climate Emergency</u></p> <p>After engagement closed, and following the 2018 Intergovernmental Panel on Climate Change Report and the Paris Climate Agreement, in February 2019, SCC adopted a motion declaring Climate Emergency.</p> <p>The Council motion committed Sheffield to become a zero carbon city by 2050, and required a report to Full Council by August 2019, with a more ambitious date for the city to become zero carbon, accompanied by an action plan.</p> <p>This is anticipated to have very significant implications for Council activity, including the Transport Strategy, and importantly including the policy context in which the Transport Strategy is set.</p>

	<p>We cannot know in detail how the transport strategy must respond until the more ambitious date and associated trajectory is determined. Neither can we understand exactly what changes are required until we understand how the wider policy context will change; given it is this wider policy context that drives likely future demands on the transport system and our understanding of it.</p> <p>However, based on work elsewhere (though not specific to Sheffield), we anticipate that the required scale and pace of cuts in carbon emissions from transport (and generally) will not be achievable through provision of new infrastructure and services, as forms the bulk of the Strategy as it stands. Instead we expect the management of the demand for travel, especially but not exclusively by car, will likely be required prior to delivery of transport improvements.</p> <p>A revised Climate Change section has been prepared in response to this change, and is incorporated into the final Sheffield Transport Strategy (Appendix 3)</p>
3.7	<p><u>Conclusion: Changes to the Strategy and issues affecting future programme development</u></p> <p>Although our engagement outreach did not unearth significant new evidence it did provide useful pointers as to concerns around how future transport priorities are to be tackled. It also highlighted serious short-comings in the present transport set-up, notably in the affordability, suitability and reliability of buses. There was also useful qualitative information from those with lived experience of transport issues from an equalities and inclusion perspective.</p> <p>Combined with the additional evidence amassed, it helps gives added confidence to the new approach proposed in the Transport Strategy endorsed by Cabinet in July 2018. It has also assisted in helping to further cement relations with key stakeholders and their concerns about transport in the city and the proposals we are working up.</p>
3.8	<p><u>Other proposed changes to the Strategy</u></p> <p>SCR policies have been slightly amended since the Strategy was endorsed by Members in July 2018 and some of our aligned policy numbers changed as a result. Appendix 2 lists proposed amendments and the minor typographical and other alterations to the document.</p>
3.9	<p><u>Next steps</u></p> <p>Adoption of the Transport Strategy by Cabinet will set the seal on a new set of principles for how transport must work in the interests of the city in the future. Schemes will need to deliver not only for the economy but also for the environment and equality agendas also.</p> <p>Better use of highway space for more sustainable modes (public transport and active travel, principally cycling) is at the heart of this. As previously stressed this requires a major change in how we use our roads and the current</p>

	<p>allocation of highways to cars for parking and movement. This will necessitate significant change, both in policy terms and culturally. It will also involve significant disruption during the construction phase, especially given the scale of the projects involved.</p> <p>When work gets underway it will signal the start of a move away from Sheffield being a “car first” city to becoming a place that is more liveable, fairer and less polluted and therefore more attractive to do business and recruit and retain the workforce of the future.</p>
4.	RISK ANALYSIS AND IMPLICATIONS OF THE DECISION
4.1	<p><u>Equality of Opportunity Implications</u></p> <p>A full Equalities Impact Assessment has been undertaken on the transport strategy. Overall, the Transport Strategy is intended to have a positive impact on accessibility and opportunities for everyone, particularly those most disadvantaged.</p>
4.1.1	<p>By providing interventions that reduce barriers, transport will play a key role in providing better access to jobs, training, education, health care and leisure activities for all. One aim of changing our travel culture is that people will be able to go about their daily lives without necessarily needing to use a car. A Health Impact Assessment has also been undertaken in support of this</p>
4.1.2	<p>Further Equality Impact Assessments will be undertaken as part of development work in preparation for subsequent decisions on new initiatives and projects arising from the Strategy. These will show if there are any impacts on specific communities and how the Council has consulted and how it will mitigate any potential negative impacts, where possible.</p>
4.1.3	<p>Overall the Transport Strategy aims to contribute to Sheffield being a healthier, safer, cleaner and more accessible city. This should have a particular positive impact for health and wellbeing, young and old, BAME communities, disabled people, women and financial inclusion. One of the aims of the Transport Strategy will be to facilitate increasing access and opportunities for everyone, particularly those most disadvantaged. By providing interventions that reduce barriers, transport will play a key role in providing better access to jobs, training, education, health care and leisure activities for all.</p> <p>The individual projects identified over a 15-20 year timescale to deliver the strategy will require mandates, business cases and EIAs in their own right to demonstrate success. These will show if there are any impacts on specific communities and how the Council has consulted and how it will mitigate any potential negative impacts where possible.</p>
4.2	<p><u>Financial and Commercial Implications</u></p>

4.2.1	<p>The momentum achieved in developing the Sheffield Transport Strategy has been significant and the engagement undertaken on it has confirmed that support for action is high. However, whilst the commitment that the City Council has made in defining our Transport Strategy has been essential if the ongoing development and delivery of an aligned delivery programme is not invested in it will have been to no end.</p>																		
4.2.2	<p>A programme based on a reactive approach to short term funding opportunities (such as the different competitive Government funds that are made available at short notice) will mean that there will be a limit on our ability to put forward our priorities and will particularly constrain the most transformational medium to long term projects the City will require. This reactive approach also provides greater risk to the ability to successfully deliver on time and to budget.</p> <p>Whilst we will seek opportunities to secure funding through competitive processes having a commitment to developing a pipeline of transport infrastructure based on the actions identified in the strategy is key. This will take time and upfront financial support to develop, but would place the City Council in a much stronger position to be able to evidence our needs, building robust business cases and ensure that our infrastructure priorities are developed to take advantage of potential future funding opportunities.</p>																		
4.2.3	<p>Work has been undertaken to estimate the likely cost of the potential delivery programme that flow from the Strategy. The initial figure of £1bn over 20 years has been refined into a series of programme cost scenarios for a programme through to 2030. These are shown in the Table 1 below.</p> <p>This is also broadly in line with the National Infrastructure Assessment undertaken by the National Infrastructure Commission on behalf of the Government. This recommends stable, large scale funding be allocated to devolved authorities in the future, starting in financial year 2020/21.</p> <table border="1" data-bbox="320 1361 1439 1742"> <thead> <tr> <th data-bbox="320 1361 635 1487" rowspan="2">Programme Scenario</th> <th data-bbox="635 1361 879 1487" rowspan="2">Overall cost</th> <th colspan="2" data-bbox="879 1361 1439 1420">First 5 year:</th> </tr> <tr> <th data-bbox="879 1420 1158 1487">Development cost</th> <th data-bbox="1158 1420 1439 1487">Delivery cost</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 1487 635 1581">Full Strategy Actions (Unconstrained profile)</td> <td data-bbox="635 1487 879 1581">£805m</td> <td data-bbox="879 1487 1158 1581">£18.9m</td> <td data-bbox="1158 1487 1439 1581">£230.8m</td> </tr> <tr> <td data-bbox="320 1581 635 1644">Full Strategy Actions</td> <td data-bbox="635 1581 879 1644">£784m</td> <td data-bbox="879 1581 1158 1644">£16.3m</td> <td data-bbox="1158 1581 1439 1644">£144.3m</td> </tr> <tr> <td data-bbox="320 1644 635 1742">Reduced Delivery Profile</td> <td data-bbox="635 1644 879 1742">£373m</td> <td data-bbox="879 1644 1158 1742">£8.2m</td> <td data-bbox="1158 1644 1439 1742">£85.1m</td> </tr> </tbody> </table> <p>Table 1 – Transport programme cost scenarios</p>	Programme Scenario	Overall cost	First 5 year:		Development cost	Delivery cost	Full Strategy Actions (Unconstrained profile)	£805m	£18.9m	£230.8m	Full Strategy Actions	£784m	£16.3m	£144.3m	Reduced Delivery Profile	£373m	£8.2m	£85.1m
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4.2.4	<p>The above table of programme costs is beyond the current financial resources available to the Council. It is anticipated that the 5 year development costs will require direct Council funding support. Further work is to be undertaken to develop these scenarios into a formal funding request for approval by Members to consider against the other competing priorities.</p> <p>However, providing this development funding to develop our Transport Strategy actions into a defined programme of projects will mean that we will be in a stronger position to work with Government, Transport for the North, National delivery bodies (HE/NR/HS2) and Regional partners to support and adopt the City's priorities, and ultimately secure the additional significant levels of funding required.</p>
4.3	<p><u>Legal implications</u></p>
4.3.1	<p>The Transport Act 2000 ('the 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 implementation of the new Transport Strategy is intended to fulfil this duty. The Act also imposes a duty on local authorities to carry out their functions so as to implement those policies. Foregoing proposals which are pursuant to the aims of the endorsed strategy will be the subject of separate reports where the legal implications of each will be separately addressed.</p>
4.4	<p><u>Other implications</u></p>
4.4.1	<p><u>Environmental and sustainability implications</u></p> <p>Our approach to transport aims to help Sheffield to have a better and sustainable environment. The way we move about the city will play a significant role in reducing congestion, by reducing the amount of CO₂ produced by the city and reducing the negative impact of traffic on people in their neighbourhoods.</p> <p>Transport investment decisions will be shaped to closely align with the Clean Air strategy. As stated in the Clean Air Strategy the City has been directed by Government to undertake a Clean Air Zone Feasibility Study to achieve compliant levels of Nitrogen Dioxide, which must be completed by the end of 2018, and set out the actions required to achieve compliance with EU threshold NO₂ levels in the shortest possible time.</p>
4.4.2	<p><u>Tackling health inequalities implications</u></p> <p>By 2038 Sheffield aims to have a healthier population living for longer, helped by the way our transport system operates. Improved air quality would mean fewer people dying from the effects of air pollution.</p> <p>Less noise pollution would also result in improvements to peoples' well-being by reducing the annoyance, lack of sleep and loss of productivity at work that it causes. Critically, we also aim for fewer people to be killed or seriously injured</p>

	on our roads and footways, with more people enjoying the health benefits of active travel, i.e. walking and cycling.
5.	ALTERNATIVE OPTIONS CONSIDERED
5.1	<p>One alternative would be to not have a long-term transport strategy. This option would however diminish Sheffield City Council's influence on transport in the city, and weaken the support a transport strategy could provide towards the local economy</p> <p>Other alternatives could place more emphasis on individual modes of transport. This would increase travel benefits for some but diminish benefits for others, and hence work against the Council's overall desire for fairness, and the strategy for increasing opportunities for everyone. Issues of accessibility, congestion and air quality would be less likely to be addressed. The approach adopted is felt to offer a balanced strategy benefitting the whole community.</p>
6.	REASONS FOR RECOMMENDATIONS
6.1	<p>There is very strong public recognition that "doing nothing" is not an option, and that the adverse impacts of increased congestion have to be addressed. The proposed Transport Strategy draws on the evidence available to identify key themes and early candidate projects for inclusion in a developing long-term strategic programme (an Action Plan), with further consultation to engage people in that developing programme.</p>
6.2	<p>This process will enable the Council to adopt a clear strategic approach to transport for the next 20 years, in close alignment with parallel work on Transport for the North priorities, with Sheffield City Region investment decisions, and with other cross-cutting work on the Sheffield Plan, the City Centre Plan and housing plans.</p>

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