



## Report to Policy Committee

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

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

**Date of Decision:** *11<sup>th</sup> December 2023*

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

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				

### Purpose of Report:

This report updates on delivery of the carry forward within the 2022/2023 Local and Neighbourhood Transport Complimentary (formerly known as the Local Transport Plan) and Road Safety Fund capital programmes, as well as the 2023/24 programme approved by committee on 16<sup>th</sup> March 2023.

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

**Recommendations:**

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

- i. Note progress on the Local and Neighbourhood Transport Complimentary (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 1.13 to 1.31 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 Strategy and Resources committee.
- iii. Note the potential effect on future years' programmes, with the 2024/25 programme being subject to another report early in the new calendar year.

**Background Papers:**

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

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damian Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: Ed Sexton
		Climate: Kathryn Warrington
	<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	<b>EMT member who approved submission:</b>	<i>Kate Martin, City Futures</i>
3	<b>Committee Chair consulted:</b>	<i>Councillor Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> <i>David Whitley</i>	<b>Job Title:</b> <i>Transport Schemes Manager</i>
	<b>Date: 11<sup>th</sup> December 2023</b>	

# 1. PROPOSAL

## Introduction

- 1.1. Each year, the Council outlines a Transport Capital Programme to establish the short-term priorities for investment in transport infrastructure. It responds to national policy such as the national active travel and bus strategies, as well as regional policy such as the South Yorkshire Mayoral Combined Authority Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined in the Sheffield Transport Strategy, with schemes also identified through Member and public requests and assessed via existing prioritisation processes.
- 1.2. The first meeting of this Committee in June 2022 approved the schemes within the 2022/23 programme, with the £3.6m 2023/24 programme being approved on 16<sup>th</sup> March 2023. 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. Coupled with the £3.5m allocated in 2022/23, this gave a total programme value of £5.8m for 2022/23. £2.2m was claimed by the end of 2022/23, with £3.6m carried forward to 2023/24. Coupled with the £3.6m approved for 2023/24, this report covers commitments to the value of £7.2m within the LaNTCP programme. 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 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 £1.9m is currently expected to have been spent by the end on 2023/24. More detail is included in **Appendix B**.

## Delivery update – LaNTP

- 1.8. Out-turn spend on projects approved within the LaNTP in 2023/24 is now expected to be in the order of £2.9m, with £4.3m to be carried forward into 2024/25. Despite the carry forward, the programme is still currently fully allocated to projects progressing through the Councils capital gateway process.
- 1.9. In order to help reduce the carry forward figure in future years, it will be important to look at how allocations within the 2024/25 programme are made. This programme will be presented at a future committee meeting.
- 1.10. LaNTP spend has been slower than expected in part due to the flexibility of the fund leading to staff resources being prioritised on delivering time critical programmes first. The need to revisit designs for schemes following public consultation as well as supply chain delays also affects spend levels.
- 1.11. Conversely, price inflation is also having 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. This, coupled with the need to fund recent Committee approvals to make some temporary schemes permanent (and implementing elements of the Kelham/Neepsend parking scheme) require a change in shape of the current LaNTCP programme.
- 1.12. 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.
- 1.13. The figures in brackets show the current allocations, made up of carry-forward from 2022/23 plus new allocations from 2023/24. The main changes within the LaNTP programme are:

*Local Safety Schemes (£587,000) a £76,000 reduction*

- Abbeydale Road/Wolseley Road scheme delivered
  - Oughtibridge safety scheme delivered
  - Changes to Western Bank signals delivered
  - Manor Top – City Road/Ridgeway Road no longer progressing as no specific collision issue
  - Upper Hanover/Glossop Road no longer progressing as an engineering scheme as this is a site for camera enforcement through Traffic Management Act (Part Six) instead.
- 1.14 Decrease of £77k from previous allocations, but primarily due to better reflecting the expected feasibility development costs in 2023/24 on some sites around the Inner Ring Road with an aim to develop a 3-year forward programme (2024-25 to 2026-27). The overall allocations will remain the same, but the profile over years will change slightly. The identified locations are all around the Inner Ring Road at:
- St Mary's Gate – feasibility design compete,
  - Moore Street roundabout,
  - Bramall Lane roundabout – feasibility design compete,; and
- 1.15 The overall allocations will remain the same, but the spend profile between years will change slightly.
- 1.16 This leaves:
- Crookes Valley Rd/Harcourt Rd/Oxford St in outline design
  - Barnsley Rd - Herries Rd/Owler Lane in outline design, although design will reflect the interface with City Region Sustainable Transport Settlement (CRSTS) Northern Communities scheme

*20 mph Zones (£607,000) No change in allocation*

- 1.17 Hillsborough, Woodseats, Farleigh, Manor, Handsworth, Crosspool and Highfield completed – other schemes have been completed too, but these are reported under the Road Safety Fund (RSF) section of this report.
- 1.18 This leaves the following schemes within the 2023/24 programme in development:
- Earl Marshall
  - Greenland
  - Netherthorpe
  - Brincliffe,
  - Loxley

All sites have had speed surveys completed, with proposed scheme boundaries being developed up using that information. Aim to advertise the Traffic Regulation Orders for these schemes in early 2024.

*Pedestrian Enhancements (£1,420,000) a £464,000 reduction in allocation*

- Dyche Lane (near Batemoor Road) crossing delivered
- Beaver Hill Road crossing delivered
- Clarkehouse Road crossing delivered
- Nether Lane crossing delivered
- Beighton Road, Woodhouse crossing isn't feasible within the existing programme allocation, so won't be progressing
- Moonshine Lane crossing is also no longer proceeding due to costs to move existing utilities to enable construction

1.19 This leaves:

- Herries Road (near Parkwood Road) in design, with construction aimed to start in 2023/24
- Manor Lane (near Manor Park Road and Seaton Crescent in design, with construction aimed to start in 2023/24
- Dyche Lane (near Meadowhead school) in design

1.20 In terms of the 2023/24 programme – there has been a £137k reduction in the allocation for the following six schemes.

- London Road (between Bennett Street and Boston Street)
- Shiregreen Lane / Monckton Road junction
- Glossop Road near Brunswick Road
- Moonshire Lane / Herries Road/ Southey Crescent
- Creswick Lane (o/s Yewlands academy)
- Wordsworth Road / Cookson Park playground

1.21 Through the scheme development process we now have a better idea of what type of crossings are required where – and have estimated construction costs too. These costs are around £500,000 more than the original allocation, so although the aim is still for the programme to be delivered in full, it would need to be delivered over a longer time-period. In practice the allocation has been revised to better reflect the expected development costs in 2023/24 – with an allocation of £670k needed in 2024/25 for their construction.

*Local Area Committee (LAC) crossing programme*

1.22 As part of the original £1.4m allocation we have been working with LACs on developing their priority crossing sites within the 2023/24 programme. Not all of the original 'preferred' sites have been feasible, so work has continued with a number of LACs to develop other sites. Again, through the scheme development process we have a better idea of what type of crossings are required where – and now have estimated construction costs too. The initial £900k for the original seven sites has reduced slightly to £880,000, but is now proposed to be spread over two years: 2023/24 (£310,000) with an allocation of £570,000 needed in 2024/25 for their construction to help manage other pressures within the LaNTCP described elsewhere within this report.

- 1.23 One such pressure is a request for a new allocation of £180,000 to contribute towards a 'refreshed' pedestrian scheme on Burngreave Road/Rock Street. Active Travel England (ATE) have recently come to us asking us to update our bid for around £1.8m for a scheme to improve walking facilities (including continuous footways at junctions and new uncontrolled crossings and tactile paving). This bid was originally included in the TCF Housing Zone North scheme consultation, but was subsequently submitted in 2022/23 to ATE as a separate funding bid. ATE have been clear that they would like to see an additional signal controlled crossing in the design as well as the scheme promotor having to cover any increase in costs since the bid was submitted. Although it may not be needed once detailed design and pricing is completed, it is prudent to seek approval for the inclusion of this scheme in this allocation here.

*Small Schemes (£402,000) No change in allocation*

- 1.24 This programme includes an allocation for each LAC to fund small local transport schemes. We have worked with LACs to develop schemes within the 2023/24 programme, although not all LACs have fully committed their allocation yet. As such, it is currently expected that around £177,000 will be spent in 2023/24, with the remainder being carried forward into 2024/25.

*Public Rights of Way (£150,000) No change in allocation*

- 1.25 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.

*Network Management (£2,389,000) a £426,000 increase in allocation*

- Coisley Hill roundabout part-signalisation complete
- Recent phase of City centre pavement parking scheme completed
- 22/23 double yellow line programme fully completed
- Clarkehouse Road crossing delivered
- Active Travel Neighbourhood trials competed (contribution from LaNTP) mostly funded from Active Travel Fund grant
- Broadfield Road/London Road scheme on site

- 1.26 This leaves:

- Local centre blue badge parking scheme in design
- Traffic Management Part 6 (camera enforcement of moving traffic offences at first three sites) in development

- 1.27 There are significant changes proposed within this element of the programme, both in terms of the additional schemes proposed to be included within the programme, but also regarding the proposed spend profile over the two years 2023/24 and 2024/25. These changes are as a result of:

- Recent approvals to make the temporary crossings within the Crookes/Walkley and Nether Edge Active Travel Neighbourhoods permanent: through the scheme development process a better idea of what type of crossings are required where – and estimated construction costs – has been obtained. The initial £300k for the five sites (although the original assumption was that only three would be retained) has increased significantly to £1,030,000 but is proposed to be spread over two years: 2023/24 (£830,000) with an allocation of £200,000 needed in 2024/25 to complete their construction to help manage other pressures within the LaNTCP described elsewhere within this report.
- Recent approval of the first phase of the Kelham/Neepsend parking scheme, with an additional requirement to fund £301,000 (all allocated from 2023/24) for construction of the Kelham element, additional consultation with business in Neepsend and a contribution to construction of a future scheme in Neepsend. There will need to be an additional allocation in 2024/25 of around £100,000 to complete the construction and monitor the scheme in the Neepsend area. An investigation into whether the income within the existing parking account could be used to fund the Neepsend (and future parking schemes) is underway.

Additional pressures in 2023/24 include:

- £35k to fund initial work to look at improving the highway access to Nutwood Industrial Estate, Fox Hill - although any funding for making changes to the network would have to come from future years allocations
- £50k to update the Urban Traffic Control centre – to replace life expired equipment to enable the ongoing Network Management function of the City Council

1.28 These changes would be funded in part by a change to the funding profile of an already approved £385,000 project around data collection and network management that would be spread over the two years: 2023/24 (£35,000) with an allocation of £350,000 needed in 2024/25 for implementation.

*Cycle schemes (although investment is more generally active travel schemes) (£1,437,000) a £170,000 increase in allocation*

- Cycling small scheme programme part delivered
- Contributions to two completed cycle hubs Parkwood cycle trials
- Active Travel Neighbourhood (ATN) trials completed (contribution from LaNTP) mostly funded from Active Travel Fund grant

1.29 This leaves:

- Residential cycle parking scheme in development – although this will be in parallel with the experience of the trail scheme in Crookes/Walkley funded through the ATN scheme
- Contribution to the delivery of the Meadowhall interchange cycle hub



- Small contribution to the Housing Zone North project, although the focus is on using the Transforming Cities Fund (TCF) grant first

1.30 There are some other changes proposed within this element of the programme, both in terms of the additional schemes proposed to be included within the programme, but also regarding the proposed spend profile over the two years 2023/24 and 2024/25. These changes are as a result of recent approval to develop permanent schemes following the end of the Active Travel Neighbourhood trials in Crookes/Walkley, the Sheaf Valley cycle route and the trial closure of a section of Division Street as follows:

- £40k to start development work to look at making the ‘temporary’ infrastructure implemented as part of the Crookes/Walkley ATN permanent. This will include community engagement. Any funding for constructing changes to the network would have to come from future years allocations (around £210,000 currently assumed).
- £60k to start some development work to look at making the ‘temporary’ infrastructure implemented as part of the Sheaf Valley cycle route trials permanent. This will include community engagement. Any funding for constructing changes to the network would have to come from future years allocations (around £250,000 currently assumed).
- £15k to fund development work to look at making the ‘temporary’ infrastructure implemented as part of the Division Street closure more permanent. This will include engagement. Any funding for constructing changes to the network would have to come from future years allocations or from CRSTS monies (around £120,000 currently assumed), subject to SYMCAs assurance processes
- £43k to fund a contribution for the development (and delivery) to look at making the ‘temporary’ infrastructure implemented outside the Fat Cat in Kelham Island more permanent. This contribution would look to part fund improvements in the area along with a developer in the area. Although it may not be needed once detailed design and pricing is completed, it is prudent to seek approval for the inclusion of this contribution to here
- An additional £38k allocation to fund the ongoing maintenance of our TCF programme, thus ensuring that the benefits of schemes are maintained over 25 years.

*Air Quality (£247,000) a £40,000 increase in allocation*

1.31 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. The increase in costs for the project are due to more detailed costings through the scheme development process.

1.32 In summary, this approach will deliver all elements currently included within the LaNTCP, but could require up to around £2.6m of the 2024/25 to be allocated to existing schemes to enable their completion, this includes £1.2m for the crossing programme, £0.1m in Public Rights of Way, £0.65m in

Network management £0.6m in cycling schemes. The 2024/25 programme will be the subject of a future paper to this committee.

### Delivery update – RSF

1.33 Appendix B shows changes between December 2022 and December 2023 with the headlines being:

- 20 mph programme progressing well, albeit at a lower cost (currently £173,000) than expected. However, this still will require changes within the programme (detailed in Appendix B), including the addition of a new scheme in Bradway (the next scheme on the priority list) due to other 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 – with the Station Road. Halfway crossing and Burton Street crossing already complete, The consultation on the Rother Valley parking scheme is complete, with a start on site expected in early 2024. The changes within the programme are detailed in Appendix B. The increase in the allocation for the Abbey Lane crossing scheme and Rother Valley parking scheme is as a result of increased costs through the scheme design process. It is proposed to use the funding provided through SYMCA on the Abbey Lane scheme first.
- 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 at the detailed stage
- The Herries - Hillfoot cycle route feasibility report has been completed, but the scheme is not progressing further at this stage

## **2 HOW DOES THIS DECISION CONTRIBUTE?**

2.1 The Council and SYMCA have continued to promote schemes of this nature given the wider economic, societal and environmental benefits that can be achieved through local transport schemes.

2.2 In accordance with the recommendation, implementing a programme with these objectives contributes towards the delivery of the Sheffield City Region Transport Strategy 2018-2040 and the Council’s Transport Strategy (March 2019).

2.3 The proposal aligns with Council priorities:

- “Strong Economy” (supporting organisations in informed decisions on future fleet investments)
- “Better Health and Wellbeing”

2.4 The strategic objectives include;

- Improving road safety and well-being;

- Providing additional accessibility improvements to encourage safer connectivity;
- Being responsive to requests made to the Council from its' customers;
- Encouragement of more travel by active modes (walking and cycling) and public transport (tram and bus);
- Integration with other portfolio objectives.

### **3 HAS THERE BEEN ANY CONSULTATION?**

- 3.1 As advised in the previous report, the Road Safety Fund has undergone consultation with Members through the development of the Local Area Committee discussions.
- 3.2 The initial 2023/24 LaNTP programme was approved through the Transport, Regeneration and Climate change policy committee in March 2023. This report provides an opportunity for the Committee to review progress to date and shape the way forward.
- 3.3 As individual projects within the overall Programme are developed, consultation with Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups, transport operators and disability groups have (and will continue to) take place.

### **4 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

#### Equality Implications

- 4.1 Equality implications will be considered in the options appraisal of each individual scheme and progressed through the respective Business Case.
- 4.2 It is considered that that programme will provide positive implications for protected characteristics and wellbeing. The objective is to provide a transport system that increases accessibility and supports more active travel movements.
- 4.3 Through working with the Local Area Committees, using the Connecting Sheffield website and continuing the previous approaches (letter drops) to consultation, there will be transparency within the scheme development process. This will ultimately aim to ensure that engagement and consultation is accessible and there is a good level of representation.

#### Financial and Commercial Implications

- 4.4 LaNTP: Spend will continue to be monitored throughout the year. The maximum value that the City Council can claim from the Mayoral combined authority in 2023/24 is £7.2400m. However, this report highlights that it is unlikely that an overspend will materialise due to the delays within the programme. However, if this situation was to develop on

a scheme by scheme basis, it would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.

- 4.5 The Road Safety Fund has an allocation of £4m from the Corporate Investment Fund (Community Infrastructure Levy element), as detailed within the 2020/21 budget setting process and include in the approved capital strategy.
- 4.6 LaNTP and RSF: it should be noted that the figures quoted in **Appendix A and Appendix B** of this paper are inclusive of commuted sums (for ongoing scheme maintenance) payable because of any changes made to the highway.

### Legal Implications

- 4.7 The Council is under a number of duties relevant to traffic management and to which the proposals carried forward under the proposed LaNTP and RSF programmes may be said to apply. For example, the Transport Act 2000 ('the 2000 Act') places a duty on local authorities to develop policies which will create a safe, efficient, integrated, and economic transport system that meets the needs of persons living or working within the city. The 2000 Act also imposes a duty on local authorities to carry out their functions to implement those policies and, in doing so, secure a more efficient use of their road network, or to avoid, eliminate or reduce road congestion (or other disruption to the movement of traffic) on their road network. This would include where a scheme delivers on the Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire.
- 4.8 The Council is also under a duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network.
- 4.9 The programmes detailed in this report are considered to align with the aforementioned duties so as to enable the Council to progress toward the implementation of the projects/schemes set out in the Local Transport capital programme. However, specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes including the powers intended to be exercised. For example, the Council may carry out alterations to the highway itself using powers under Part V of the Highways Act 1980 or implement restrictions on the way in which traffic may use those highways using powers available under the Road Traffic Regulation Act 1984 ('the 1984 Act'), including on an experimental basis where deemed appropriate.

- 4.10 Where appropriate and with regard to its aforementioned duties, the engagement of key stakeholders, residents and members of the public will be carried out by the Council during the planning and delivery of those processes which result in an alteration of the use of the public highway. The proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders before confirming a preferred option. That route will, of course, be subject to the normal, formal consultation process

#### Climate Implications

- 4.11 Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. Each scheme will include a Climate Impact Assessment as they progress through the capital gateway process, so the detail by project can be considered. The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan as well as the local 10 Point Plan and 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.

#### Other Implications

- 4.12 There are no direct Human Resource implications for the Council.
- 4.13 There are no direct and known Property related implications for the Council as work is largely proposed within the adopted highway. Where this is not the case, that will be considered in the appraisal of each individual scheme and progressed through the respective Business Case.
- 4.14 Each project will develop its own risk register during the feasibility and design process, in the initial stages of project development. This will be reviewed and updated as the project progressing through various stages and approval processes.
- 4.15 Key risks to the Council continue to relate to the affordability of the schemes within the programme and potential cost rises and uncertainty of any capital project.
- 4.16 The recommendations have no immediate impact on public health but have the potential to be positive given the programme objective to improve greater levels of accessibility, improving safety, promoting public transport and encourage modal shift for short journeys to active travel.

## **5 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 'Do nothing' has been considered but is not considered appropriate as this will result in projects not being delivered. Both the LaNTP and the RSF programmes would not be introduced and the opportunity for economic, environmental and societal benefits will be missed.
- 5.2 It would also be possible to consider a different balance between types of schemes as part of the programme. However, it is felt that the proposed programme achieves a good balance of economic, environmental and societal benefits to the communities and businesses in Sheffield.

## **6 REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed LaNTP and RSF programmes balances the availability of funding sources with local and national policy to give a clear focus for the 2023/24 financial year, with an opportunity for changes to be considered by Committee that could be made in future years of the current 5-year programme. The proposed programme is extensive and ambitious which comes with its own challenges. The programme utilises internal and external funding sources and staff resources to deliver change to the transport system, considering environmental, economic and societal needs.