

Transport, Regeneration and Climate Policy Committee

Meeting held 14 February 2024

PRESENT: Councillors Ben Miskell (Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Denise Fox, Ruth Mersereau, Safiya Saeed, Richard Shaw and Mike Chaplin (Substitute Member)

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillor Craig Gamble-Pugh. Councillor Mike Chaplin attended the meeting as his substitute.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 No items were identified where resolutions may be moved to exclude the press and public.

3. DECLARATIONS OF INTEREST

3.1 Councillor Sangar declared a non-pecuniary interest in item 9 as the ward councillor for that area.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meetings of the Committee held on 11th December, 2023 were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 No petitions were received from members of the public.

5.2 The Policy Committee received three questions from members of the public. Two members of the public did not attend to ask their questions, written responses would be provided.

Questions from Roy Morris

Would it be a positive development to publicise the use made of traffic infringement charges?

More detail:

- What use is made currently of funds collected?
- Is there a potential benefit in giving a higher profile to these funds and their use?
- Would such publicity facilitate the development and public acceptance of measures to move towards net zero?

The Chair thanked the questioner for attending to ask their question and explained

that the council issues Penalty Charge Notices for civil contraventions of Parking, Bus Lane and Clean Air Zone restrictions. The Council did not derive any income from police issued fines.

The Council published the parking account (where Penalty Charge fees are received) annually, on its website. The use of the parking account is regulated by Section 55 (4) of the Road Traffic Regulation Act 1984 and the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022. These regulations set out the purposes for which income beyond the costs of running the parking service can be used:

- Provision and maintenance of off-street parking (parking account only)
- Funding public transport
- Highway and road improvements
- purposes of environmental improvement

The Penalty Charge Notices for the Clean Air Zone are regulated by Part III and Schedule 12 of the Transport Act 2000, Parts 2 and 6 of The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013. In the event that net proceeds are generated from the Scheme over the opening ten year period, these proceeds would be applied to facilitate the achievement of relevant local transport policies in Sheffield's Transport Strategy and the Sheffield City Region Transport Strategy in accordance with the following high level spending objectives:

- supporting the delivery of the ambitions of the Scheme and promoting cleaner air;
- supporting active travel and public transport use;
- supporting zero emission and sustainable infrastructure and actions in and around the city to improve air quality

A report to the Transport, Regeneration and Climate Policy committee at the meeting recommended endorsing the proposal to for a **Clean Air Investment Fund** which would commit an initial £1m of CAZ surplus income, when this was generated, to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school.

In terms of publicising the use of any surplus income, council officers brought a public report on the annual parking account to the Waste and Street Scene Policy Committee in December 2023, with detail on the work undertaken by Parking Services to manage traffic and support bus priority measures. The report to Transport, Regeneration and Climate Policy Committee on CAZ income would be accompanied by a press release and ongoing communications plan relating to the clean air implementation plan.

The council was keen to promote net zero and measures to increase public transport patronage are an essential strand to improving overall carbon emissions in the city.

6. MEMBERS' QUESTIONS

6.1 No questions were received from members of the Committee.

7. WORK PROGRAMME

7.1 The Committee considered a report of the Director of Policy and Democratic Engagement on the Committee's Work Programme detailing all known, substantive agenda items for forthcoming meetings of the Committee, to enable this committee, other committees, officers, partners, and the public to plan their work with and for the Committee.

7.1.2 Councillor Safiya Saeed joined the meeting.

7.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

1. That the Committee's work programme, as set out in Appendix 1 be agreed, including any additions and amendments identified in Part 1;
2. That consideration be given to the further additions or adjustments to the work programme presented at Part 2 of Appendix 1;
3. That Members give consideration to any further issues to be explored by officers for inclusion in Part 2 of Appendix 1 of the next work programme report, for potential addition to the work programme; and that the referrals from Council and Local Area Committees (petition and resolutions) detailed in Section 2 of the report be noted and the proposed responses set out be agreed.

7.3 Reasons for Decision

7.3.1 To give the committee members an opportunity to consider the direction of the work programme, align it with their key priorities and create a manageable workload for the committee.

7.4 Alternatives Considered and Rejected

7.4.1 None

8. REGENERATION PROGRAMME UPDATE

8.1 Members considered a report of the Executive Director of City Futures that provided a summary of ongoing regeneration scheme projects in the city centre.

8.1.1 Questions were asked about the Castlegate site and the timeline of events leading to the demolition of the Market Tavern. The Chair explained that an internal investigation had been launched, by someone independent of the project, the results of which would be made public.

8.1.2 Members commented that it was exciting to see more people living within the ring road and asked if it would be possible to see the housing masterplan. Officers

agreed to provide a report on the work that was being undertaken with Homes England.

8.1.3 A question was asked about the Connected Places section of the report, the new bus stop hub on Rockingham Street and the well-used thoroughfare on Pinstone Street. It was suggested that a bus service was required where Pinstone Street meets The Moor. Officers confirmed that they would take that issue away to discuss and provide a written response.

8.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

Notes the information contained in the report.

8.3 **Reasons for Decision**

8.3.1 Each project has been or will be subject to its own options analysis.

8.4 **Alternatives Considered and Rejected**

8.4.1 To ensure that the latest information is available and to provide an update on progress.

9. **FULWOOD 20MPH SCHEME SLO CONSULTATION REPORT**

9.1 The committee considered a report by the Executive Director for City Futures that detailed the consultation response to proposals to introduce 20mph speed limits in Fulwood, report the receipt of objections to the Speed Limit Order and set out the Council's response.

9.1.1 Members observed that many of the objections to the 20mph speed limit zones were with regards to the same issues and it was suggested that a list of frequently asked questions be included with the notice letters so that members of the public could make more informed objections. The officer advised that this was a matter they were aware of and that they worked closely with the Local Area Committees to try and address the common issues and get the correct messages out to residents.

9.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

a) Approve that the Fulwood 20mph Speed Limit Order be made, as advertised,

b) Approve the introduction of a part time 20mph limit on Fulwood Road outside Nether Green School,

c) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design

stage.

9.3 **Reasons for Decision**

- 9.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 9.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Fulwood be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 9.3.3 It is also recommended that a part time, advisory 20mph speed limit on Fulwood Road be approved for the same reasons as above.

9.4 **Alternatives Considered and Rejected**

- 9.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Fulwood (do nothing). However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.
- 9.4.2 Another possible option is to reduce the scope of the scheme. This is not considered a suitable option as it is contrary to the Council's 20mph speed limit strategy that aims to install 20mph limits on all suitable residential roads.

10. **HIGH GREEN 20MPH SCHEME SLO CONSULTATION REPORT**

- 10.1 The committee considered a report by the Executive Director for City Futures that detailed the consultation response to proposals to introduce 20mph speed limits in High Green, report the receipt of objections to the Speed Limit Order and set out the Council's response.
- 10.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-
- a) Approve that the High Green 20mph Speed Limit Order be made, as advertised,
 - b) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
 - c) Approve the introduction of a part time 20mph limit on Greengate Lane outside Greengate Lane Academy subject to no road safety issues being identified

through a Road Safety Audit (RSA) at the detailed design stage.

10.3 **Reasons for Decision**

- 10.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 10.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in High Green be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 10.3.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Greengate Lane for the same reasons.

10.4 **Alternatives Considered and Rejected**

- 10.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in High Green. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city

11. **CLEAN AIR INVESTMENT FUND**

- 11.1 The committee considered a report of the Executive Director City Futures providing an update on the Clean Air Plan including the bus retrofit performance issues and the development of a proposal for clean air investment.
- 11.1.1 A member of the committee referred to a report in the press about the Fargate area of the city and the air quality levels still being poor and asked if this was the case. Officers explained that this had not previously been an area of concern and offered to check the data and provide a written response.
- 11.1.2 During the discussion of the above item the Committee agreed, in accordance with Council Procedure Rules, that as the meeting was approaching the two hours and 30 minutes time limit, the meeting should be extended by a period of 30 minutes
- 11.1.3 Councillor Saeed left the meeting.
- 11.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-
- Endorses the continued liaison with HM Government for greater financial support to deliver zero emission bus fleet ambitions in Sheffield to mitigate the impacts

resulting from the performance uncertainty and delay relating to the Department of Transport's (DfT) bus retrofit programme (see section 3.2) and the predicated effect this will have on achieving legal air quality limits within the shortest possible time (as per our Ministerial Direction),

- Endorses the proposed approach to clean air investment planning, and note that further development will continue,
- Endorses the proposal to commit an initial £1m of CAZ surplus income to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school, as described in section 3.1, and note that officers will keep members of the committee informed of the development of the initiatives.

11.3 **Reasons for Decision**

- 11.3.1 Our modelling (approved by Government) at OBC and FBC stage included showed that all buses in Sheffield and those on key routes in Rotherham needed to be a minimum of Euro VI standard equivalent to achieve nitrogen dioxide legal limits in the shortest possible time as per our Ministerial Direction.
- 11.3.2 Therefore, achieving reduced emissions from scheduled buses is a material part of our Directed scheme, fundamental to achieving compliance with legal limits and continued liaison with HM Government to secure greater financial support to provide funding and solutions to reduce bus emissions and transition to a zero-emission bus fleet in Sheffield is critical.
- 11.3.3 As set out in this and the December 2023 committee report a cautionary approach will be taken to expenditure of CAZ surplus income to ensure sufficient funds are retained to cover life-cycle operation costs and any further mitigating activities required to achieve legal nitrogen dioxide limits across the city. However, it is important that there is continued investment in complimentary activities to reduce traffic emissions and improve air quality.
- 11.3.4 The recommendations for initial investment build on existing, successful schemes enabling these to be expanded to benefit school children and communities across Sheffield.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 The parameters for use of CAZ income are described in section 3.1 and 6.3 of this report. Options for investment of CAZ surplus must meet the legislative purposes set out in the CSO Clean Air Zone Charging Scheme Order | Sheffield City Council. Options that do not meet the legislative key criteria cannot be considered.
- 11.4.2 As described in section 3.0 eligible options are under development and will continue to be reviewed with TRC members as work progresses. Options being considered for further development include strategic infrastructure projects that provide significant improvements to active travel, public transport and complementary public realm and environmental infrastructure (e.g. green walls).

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