



## Report to Policy Committee

**Author/Lead Officer of Report:** *Gemma Carl*

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**Report of:** *Kate Martin*

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

**Date of Decision:** *13 March 2024*

**Subject:** *Sheffield Transport Vision*

Type of Equality Impact Assessment (EIA) undertaken	Initial <input checked="" type="checkbox"/>	Full <input type="checkbox"/>
Insert EIA reference number and attach EIA	2627	
Has appropriate consultation/engagement taken place?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		

### Purpose of Report:

This report outlines the work undertaken to develop the Sheffield Transport Vision and presents the final document to the Committee.

The Sheffield Transport Vision has been developed with Members of the TRC Committee to clearly communicate the transport ambitions and priorities for the city, aligning the ambitions of the adopted Sheffield Transport Strategy (2019-2035) with the city's strategic objectives, including those set out in more recent strategies and plans, such as the Decarbonisation Strategy Route Maps, and the submitted Sheffield Plan.

The Vision sets out what we want our city's transport system to look like by 2035, and what we need to do to achieve that.

**Recommendations:**

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

- Notes the collaborative work undertaken to agree a shared Transport Vision for Sheffield, which clearly communicates the city's transport ambitions to everyone who lives, works, learns in or visits Sheffield.
- Notes the importance of adopting a shared Vision which will enable prioritisation and delivery of the City's ambitious transport programme.
- Endorses the Sheffield Transport Vision document.

**Background Papers:**

**Appendix A** - *The Sheffield Transport Vision, Sheffield City Council*

**Appendix B** – *Sheffield Transport Vision Equality Impact Assessment (ref 2627)*

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.	Finance: <i>Holly Nicholl</i>
		Legal: <i>Richard Cannon</i>
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Laura Ellendale</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	<b>SLB member who approved submission:</b>	<i>Kate Martin</i>
3	<b>Committee Chair consulted:</b>	<i>Cllr 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 SLB 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>Gemma Carl</i>	<b>Job Title:</b> <i>Senior Transport Planner</i>
	<b>Date:</b> <i>20 February 2024</i>	

## 1. PROPOSAL

### Background to the Sheffield Transport Vision

- 1.1 The Sheffield Transport Strategy was adopted by the Council in 2019 and looks forward to 2035. The ambitions and policies of the Strategy are still very relevant and valid, and good progress has been made over the last 5 years in delivering on many of the actions, with significant investment being made in our transport networks. The Strategy has enabled us to secure funding through programmes such as the Transforming Cities Fund and City Region Sustainable Transport Settlement, to begin delivery of the transformative transport infrastructure which will create high quality, convenient and safer routes and to walk, wheel and cycle for our everyday journeys, and to make using public transport an attractive travel option for everyone. These are being delivered through our 'Connecting Sheffield' programme.
- 1.2 There is of course much more to do, and since the Transport Strategy was adopted, the Council has developed a number of new strategies, goals, and policies in response to more recently emerging priorities, around climate change, sustainability, and delivering city growth. This is in addition to regional and national policy shifts which determine opportunities to lever in funding to support delivery of our ambitious transport programme.
- 1.3 It is within this context that the opportunity has been taken to develop a new Sheffield Transport Vision which not only reinforces and builds on the ambitions of the adopted Transport Strategy but aligns those with the strategic objectives in more recent strategies which set out the wider plans for Sheffield. The new Vision is needed to set out what we want Sheffield's transport systems to look like by 2035, and explain why, and clearly define what we need to do to achieve that.
- 1.4 First and foremost, the substantial work undertaken to develop the Draft *Sheffield City Goals* has confirmed the significant enabling role that transport and connectivity have in ensuring that everyone can access opportunities in their own neighbourhoods and across the city. As such, the principles of these city narratives have been very clearly embedded into the Sheffield Transport Vision and are central to the priorities outlined in the Vision.
- 1.5 The Sheffield Transport Strategy 2019 recognises the need for urgent action in relation to the declaration of a Climate Emergency, however the Council has now produced their *10 Point Plan for Climate Action*, followed by the *Decarbonisation Strategy Route Map for The Way we Travel*. This sets out how Sheffield will contribute towards tackling the climate emergency and support the transition towards net zero. It is crucial that the Transport Vision is aligned with these priorities to

support the delivery of schemes and programmes which will help to achieve the Council's challenging targets.

- 1.6 The *Sheffield Local Plan* was submitted to Government for Inspection in October 2023. The Plan is expected to enable 35,530 homes to be built and 43,000 new jobs to be created by 2039, with a significant focus on the Central Area. Better connectivity is crucial to delivering the city's growth ambitions and a shift to more sustainable ways of travelling is at the heart of the Sheffield Plan, not only to cut carbon emissions, but also to create safer, people friendly neighbourhoods and reduce congestion. Aligning the Sheffield Transport Vision with the priorities of the Sheffield Plan will contribute towards bringing forward accessible, well connected, sustainable developments, which reduce the negative transport impacts of growth.
- 1.7 A new *South Yorkshire Local Transport Plan (LTP)* will be developed in 2024. This work is being led by the South Yorkshire Mayoral Combined Authority (SYMCA), with input from each of the four South Yorkshire Districts. Agreement of a shared Sheffield Transport Vision, which establishes Sheffield's transport priorities and needs over the next 10 years will enable the Council to positively input to the development of the new LTP. This is critical if we are to continue to secure the funding and resources required to deliver our ambitious transport programme alongside our partners at SYMCA, and to influence the longer-term transport priorities for South Yorkshire, recognising Sheffield's important role as an economic driver in the wider city region.
- 1.8 In addition, it is worth noting the work undertaken by SCC Public Health with TRC Members in February 2023 to understand barriers and enablers to communicating safer, more sustainable environments and journeys. One of the key findings of this work was that there is insufficient public understanding of the Council's overall vision for Sheffield. This further demonstrates the need for a new Transport Vision document which clearly sets out Sheffield's transport needs – what we want for Sheffield, why it is important, and how we will get there - and consolidates the city's narratives around our transport priorities, in the context of the city's wider growth and sustainability ambitions.

### **Developing the Sheffield Transport Vision**

- 1.9 A collaborative approach has been taken to the development of The Sheffield Transport Vision (attached at Appendix A), working with Members across the TRC Committee to ensure that the Vision truly reflects the collective priorities of the Committee. Establishing this as a joint Vision is crucial to enabling the delivery of our ambitious transport programme.
- 1.10 At the heart of the new Vision are the three drivers of our Draft *Council Plan (2024-2028)*, ensuring that the investment the Council makes over the life of the Sheffield Transport Strategy will deliver for Sheffield's

*People*, benefit the city's *Prosperity*, and protect the *Planet*, where a focus on connectivity and placemaking is a catalyst for wider city transformation.

- 1.11 The new Vision identifies the key strategic transport priorities, with an overarching aim that by 2035, the city should have a transport network that is safe, reliable and low-carbon. It also clearly sets out more specific transport priorities relating to travel around local neighbourhoods, travel in and around the city centre, travel across Sheffield and South Yorkshire, and for trips beyond Sheffield to other cities and regions. To deliver on these priorities, will require major investment in our transport system, and the new Sheffield Transport Vision will support the Council in securing the investment and funding required to achieve that.
- 1.12 The Transport Vision identifies broadly what will be delivered in the next 5 years to 10 years. A series of new Delivery Plans will be developed to set out in detail what will be delivered, where, and how. The first of these includes The Road Safety Action Plan, and work is being undertaken to agree the initial engagement proposals for the Sheffield Active Travel Infrastructure Plan.

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

- 2.1 This Vision is needed to enable effective communication of the Council's transport priorities for Sheffield, secure scheme funding, and subsequently deliver improvements for the people of Sheffield.
- 2.2 The Vision will directly support delivery of the policies set out in the Sheffield Transport Strategy 2019.
- 2.3 The Vision will contribute to achieving the goals and objectives within the Decarbonisation Strategy 'The Way We Travel' section, and the Draft Sheffield City Goals.
- 2.4 It will also ensure that Members are able to make decisions about future delivery plans and schemes, within the collectively agreed framework of the Sheffield Transport Vision, which is fully aligned with the broader city ambitions and goals.

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

- 3.1 The Sheffield Transport Vision has been co-developed, working closely with Members of the TRC Committee. This collaborative approach has been very effective in reaching agreement on a shared Transport Vision for the city.
- 3.2 This report deals with the development of an overarching Transport Vision, which aims to consolidate the city's transport priorities, aligning with existing strategic transport objectives, and building on

engagement already undertaken in relation to other Council strategies and plans.

The Vision aligns with the collective ambitions of the TRC Committee, with a key emphasis on enabling delivery. It is not therefore proposed that any direct consultation is undertaken on the Vision itself. However, there will be opportunities for people to have their say as the Delivery Plans come forward, as well as consultations on individual schemes, to ensure that they meet the needs of the city and its residents.

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

##### **4.1 Equality Implications**

4.1.1 The individual Strategies and Plans that this Vision is built around have all had Equality Impact Assessments (EIAs) undertaken during their development. The assessment of the Sheffield Transport Strategy (2019) established a widespread impact particularly around age, disability, health, poverty, race, sex, and sexual orientation. The implications have been fully considered and the impacts of the Strategy are positive in equality terms, providing policies and actions which are intended to provide safe and attractive travel choices for all, whilst being conscious of the changing population trends in Sheffield. As an overarching document, the Vision overlays and builds upon the actions and priorities as set out in the Transport Strategy (2019). In relation to equality impacts the Vision does not change this fundamental approach, and the matters identified in the existing EIA are directly applicable to the Vision. This is summarised in the initial EIA at Appendix B.

4.1.2 By delivering 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. This means providing a transport system which enables people to move around the city by public transport, walking and wheeling, with a greater focus on accessibility, affordability, and safety. The Sheffield Transport Vision reinforces these values and priorities and sets out a delivery plan which seeks to ensure that by 2035 Sheffield's transport network helps everyone to access the opportunities that enable them to live happy, fulfilling lives.

4.1.3 Future projects and schemes emerging from the transport strategies will consider equality issues as they are developed, and where required will be subject to EIA as they are taken forward for approval.

##### **4.2 Financial and Commercial Implications**

4.2.1 There are no new financial implications arising from the development of the Sheffield Transport Vision, as this is primarily about aligning and communicating Sheffield's transport priorities. The financial implications of funding bids, delivery plans and schemes emerging

from this Vision and the existing transport strategies will be reported to Committee as they come forward.

#### 4.3 Legal Implications

4.3.1 There are no new legal implications arising from the development of the Sheffield Transport Vision, as this proposal is primarily about aligning and communicating Sheffield's transport priorities. The implementation of the individual schemes referred to therein will, where necessary, be the subject of their own decision making processes which will be carried out in accordance with the relevant statutory requirements and in accordance with the Council's constitution.

#### 4.4 Climate Implications

4.4.1 The Sheffield Transport Vision is primarily about aligning and communicating Sheffield's transport priorities. These have been aligned with the priorities set out in the Decarbonisation Route Map for The Way we Travel, and initial/full Climate Impact Assessments will be prepared that capture the likely impact of schemes themselves, proposed in line with the vision, as they are designed, developed and delivered.

4.4.2 It was therefore agreed that undertaking a Climate Impact Assessment using the CIA tool was not considered to be appropriate, and that we would set out the impact context within this section of the report only.

4.4.3 Sheffield has set a target to become a net zero city by 2030. In 2017, Transport emissions account for 26% on Sheffield. 60% of journeys were being made by car, and around 40% of these were less than 1km in distance (a 10–12 minute walk). Between 2017 and 2021 (the latest year for which data is available) transport emissions in Sheffield have reduced by 15.9%, to 22% of city emissions that year, but we still need to reduce our annual transport emissions by a further 541 ktCO<sub>2</sub>e by 2030.

4.4.4 While decarbonising vehicles will achieve the greatest reduction in emissions, it will take longer than we need, and does not address other transport related concerns such as congestion and parking. We therefore also need to change how we travel from a polluting mode to less polluting modes by increasing active travel, improving public transport to increase patronage, and consolidating how goods move within our city.

4.4.5 The way we travel relies heavily on behaviour change: the decision to travel by foot, wheels or public transport instead of drive needs to be taken daily. The Council has a role to play to enable and encourage modal shift and support residents to take up more sustainable modes of travel. How we engage citizens and bring them along with us by increasing understanding and clearly communicating our vision and intentions is critical to fulfilling this role.

- 4.4.6 The Sheffield Transport Vision sets out the climate-related challenges, explains how both the challenges and solutions link to other transport challenges, and communicates how we can transform our transport system to achieve all these linked benefits.
- 4.4.7 By increasing citizen understanding, engagement and buy-in of transport schemes that deliver positive climate outcomes, the Sheffield Transport Vision plays a significant enabling role for future schemes that could deliver significant reductions in transport emissions delivered at an increased pace and scale over the coming years.

#### 4.5 Other Implications

- 4.5.1 There are no other implications arising from the development of the Sheffield Transport Vision.

### **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The alternative option would have been to undertake a full review of the existing Transport Strategy. This option was not felt to be appropriate at this time, partly because of the imminent development of the next statutory South Yorkshire Local Transport Plan which will be the reference point for national government transport investment in South Yorkshire, but also because the key elements of the existing Sheffield Transport Strategy are still very valid.
- 5.2 The emergence of the new broader strategies and policies outlined in this report means that it is more important at this stage to align our overarching priorities, building a clear narrative for the city.

### **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The purpose of the proposed Sheffield Transport Vision is to provide an overarching narrative which clearly communicates the shared transport ambitions and priorities for the city to 2035. The Vision has been carefully aligned with more recently emerging city ambitions and broader priorities relating to climate change, growth and sustainability, and underpinning the priorities set out in the adopted Transport Strategy.
- 6.2 As outlined in paragraph 5.1, a full refresh of the Transport Strategy is not considered appropriate at this point in time, when the focus must be on successfully delivering our ambitious transport programme for the benefit of the city and its people.
- 6.3 Adopting a shared Transport Vision which consolidates and reinforces the TRC Committee's collective priorities will strengthen our ability to influence decision makers both at a regional and national level to secure the best deal for the people of Sheffield in future. It will also ensure that Members are able to make decisions about future delivery



plans and schemes, within the collectively agreed framework of the Transport Vision, which is fully aligned with the broader city ambitions and goals.

It is therefore recommended that Committee:

- 6.4
- Notes the collaborative work undertaken to agree a shared Transport Vision for Sheffield, which clearly communicates the city's transport ambitions to everyone who lives, works, learns in, or visits Sheffield.
  - Notes the importance of adopting a new shared Vision which will enable prioritisation and delivery of the City's ambitious transport programme.
  - Endorses the Sheffield Transport Vision document.

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