

# Transport, Regeneration and Climate Policy Committee

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Thursday 24 November 2022 at 10.00  
am

To be held in the Town Hall,  
Pinstone Street, Sheffield, S1 2HH

The Press and Public are Welcome to Attend

## Membership

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Councillor Julie Grocutt  
Councillor Mazher Iqbal  
Councillor Christine Gilligan  
Kubo  
Councillor Andrew Sangar  
(MBE)  
Councillor Ian Auckland  
Councillor Craig Gamble Pugh  
Councillor Dianne Hurst  
Councillor Ruth Mersereau  
Councillor Richard Shaw

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## PUBLIC ACCESS TO THE MEETING

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The Transport, Regeneration and Climate Change Policy Committee discusses and takes decisions on:

City Centre and Central Area Portfolio Development: Heart of the City 2; and City Centre and Central Area major developments.

Investment, Climate Change and Planning: Regeneration; Strategic Development; Sustainable City; Flood Protection; Building standards and public safety; Planning policy; and Strategic transport sustainability and infrastructure.

Meetings are chaired by the Committees Co-Chairs Councillors Grocutt and Iqbal.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk) . You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda. Members of the public have the right to ask questions or submit petitions to Policy Committee meetings and recording is allowed under the direction of the Chair. Please see the [Transport, Regeneration and Climate Change Policy Committee webpage](#) or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Policy Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last on the agenda.

Meetings of the Policy Committee have to be held as physical meetings. If you would like to attend the meeting, please report to an Attendant in the Foyer at the Town Hall where you will be directed to the meeting room. However, it would be appreciated if you could register to attend, in advance of the meeting, by emailing [committee@sheffield.gov.uk](mailto:committee@sheffield.gov.uk), as this will assist with the management of attendance at the meeting. The meeting rooms in the Town Hall have a limited capacity. We are unable to guarantee entrance to the meeting room for observers, as priority will be given to registered speakers and those that have registered to attend.

Alternatively, you can observe the meeting remotely by clicking on the 'view the webcast' link provided on the meeting page of the [website](#).

If you wish to attend a meeting and ask a question or present a petition, you must submit the question/petition in writing by 9.00 a.m. at least 2 clear working days in advance of the date of the meeting, by email to the following address: [committee@sheffield.gov.uk](mailto:committee@sheffield.gov.uk).

In order to ensure safe access and to protect all attendees, you will be recommended to wear a face covering (unless you have an exemption) at all times within the venue. Please do not attend the meeting if you have COVID-19 symptoms.

It is also recommended that you undertake a Covid-19 Rapid Lateral Flow Test within two days of the meeting.

If you require any further information please email [committee@sheffield.gov.uk](mailto:committee@sheffield.gov.uk).

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## FACILITIES

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There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms. Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

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**TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE AGENDA  
24 NOVEMBER 2022**

**Order of Business**

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- 1. Welcome and Housekeeping**  
The Chair to welcome attendees to the meeting and outline basic housekeeping and fire safety arrangements.
  - 2. Apologies for Absence**
  - 3. Exclusion of Press and Public**  
To identify items where resolutions may be moved to exclude the press and public
  - 4. Declarations of Interest** (Pages 7 - 10)  
Members to declare any interests they have in the business to be considered at the meeting
  - 5. Minutes of Previous Meeting** (Pages 11 - 28)  
To approve the minutes of the last meeting of the Committee held on 21<sup>st</sup> September 2022.
  - 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public
  - 7. Work Programme** (Pages 29 - 54)  
Report of the Director of Legal and Governance
- Formal Decisions**
- 8. Local Renewable Energy Fund - Programme Scope** (Pages 55 - 64)  
Report of the Executive Director-City Futures
  - 9. Beighton 20mph TRO Objections** (Pages 65 - 84)  
Report of the Executive Director-City Futures
  - 10. Burncross 20mph TRO Objections** (Pages 85 - 106)  
Report of the Executive Director-City Futures
  - 11. Decarbonisation Route maps Update Report** (Pages 107 - 116)  
Report of the Executive Director-City Futures
  - 12. Levelling Up Fund-Update** (To Follow)  
Report of the Executive Director- City Futures
  - 13. Revenue Budget Monitoring Report - Month 06** (Pages 117 -

Report of Executive Director, Resources

- 14. Budget Position for year 2023/2024**  
Report of Executive Director - Resources

(To Follow)

**NOTE: The next meeting of Transport, Regeneration  
and Climate Policy Committee will be held on Thursday  
15 December 2022 at 2.00 pm**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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If you are present at a meeting of the Council, of its Policy Committees, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period\* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

\*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
  - under which goods or services are to be provided or works are to be executed; and
  - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
  - the landlord is your council or authority; and
  - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
  - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
  - (b) either -
    - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
    - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.



Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from David Hollis, Interim Director of Legal and Governance by emailing [david.hollis@sheffield.gov.uk](mailto:david.hollis@sheffield.gov.uk).

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Transport, Regeneration and Climate Policy Committee

Meeting held 21 September 2022

**PRESENT:** Councillors Julie Grocutt (Co-Chair), Mazher Iqbal (Co-Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Craig Gamble Pugh, Ruth Mersereau, Richard Shaw and Mike Chaplin (Substitute Member)

**1. WELCOME AND HOUSEKEEPING**

1.1 The Chair at the start of the meeting issued a statement on behalf of the committee around the issues facing Sheffield in relation to public transport and bus service companies.

**2. APOLOGIES FOR ABSENCE**

2.1 An apology for absence was received from Councillor Dianne Hurst. Councillor Mike Chaplin attended as a substitute member for the committee.

**3. DECLARATIONS OF INTEREST**

3.1 Councillor Andrew Sangar declared a personal interest in agenda item 11, Shalemoor Gateway, as his son was purchasing a flat in the Kelham Island area.

**4. EXCLUSION OF PRESS AND PUBLIC**

4.1 **RESOLVED:** That the public and press be excluded from the meeting before discussion takes place on the part 2 report of item 8 on the agenda on the grounds that, if the public and press were present during the transaction of such business, there would be a disclosure to them of exempt information as described in paragraph 3 of Schedule 12A to the Local Government Act 1972, as amended. Agenda item 8 would be considered as the last item on the agenda for the purposes of the public present and the webcast.

**5. MINUTES OF PREVIOUS MEETING**

5.1 **RESOLVED:** - that the minutes of the Transport, Regeneration and Climate Policy Committee on 15<sup>th</sup> June 2022, were agreed as a correct record.

**6. PUBLIC QUESTIONS AND PETITIONS**

6.1 The Policy Committee received a petition "Alteration to the junction of Rivelin Valley Road and Rivelin Road". There was no speaker to this petition. The petition was noted, and the petitioner be provided with a written response in respect of the issue.

6.2 The Policy Committee received an electronic petition "Request for a pedestrian

crossing on Cross Hill Street". There was no speaker to this petition. The petition was noted, and the petitioner be provided with a written response in respect of the issue.

6.3 Question from Lindy Stone:

The following question is asked on behalf of the South Yorkshire Climate Alliance:  
Addressing the urgent demands of the current energy crisis must not drain attention away from the critical need to improve our renewable energy generation.

We know that solar and onshore wind generation is the cheapest, most secure and most swiftly developed electric energy we can have, a fact noted and acted on by many of our European neighbours in their response to the current crisis. Many Local Authorities in the UK have already taken steps to boost renewable energy generation such as Cambridgeshire, who are developing solar farms, Stroud which is using the vehicle of its local plan to identify appropriate sites for renewable generation and Warrington Council which is investing in renewable energy through the use of Community Municipal Bonds. All these examples and more can be found here <https://takeclimateaction.uk/resources/councils-tackling-climate-chaos>

In the light of the above, what steps are Sheffield City Council taking to secure future renewable energy generation for the needs of residents and to play our part in reducing carbon emissions?

The Chair stated the forthcoming Draft Sheffield Plan will include policies relating to renewable energy generation, carbon reduction and other requirements relating to sustainable design. The Draft Plan is due to be considered by the Transport, Regeneration and Climate Policy Committee on 3<sup>rd</sup> November.

6.4 Question from Michael Helliwell:

I wish to ask the committee a question on behalf of Sheffield residents that do not have off street parking and own an electric vehicle. What are the councils plans for them to have the ability to charge their vehicles at home? This being the easiest and most cost-effective way to charge. Have any types of charging solutions been approved or near approval? Trojan energy have had trials with others city's in the uk as I'm assured you are already aware. Barnet Council have recently signed a contract with Trojan to install their chargers as their preferred solution. This solution seems to be the best in my view as when not charging there's no equipment left in the street or pavement leaving no trip hazard and no obstruction on the pavement which have been the councils main concerns throughout my own enquiries into installing a charging facility. As the council want to be net zero by 2030 I see this problem as one that needs addressing as a matter of urgency. I am more than willing to be trial participant in our own city and looking forward to seeing your solutions to this problem.

The Chair stated that Charging electric vehicles at home is convenient and offers potential benefits around the cost of electricity and impact on the grid. However on street solutions for residents without off street parking have a number of issues which must be considered, including for example the potential to limit future uses of

the public highway and more challenging business cases. They may also not be available to all residents who for example may not be able to park outside their house or are limited by other infrastructure above or under the ground.

Within the report it is proposed that the roll out of residential charging infrastructure will be based around a local charging hub model (public EV charging units located to serve nearby residents, on highway, in a local car park or other local site). Whilst Sheffield's lamp columns are mainly at the rear of the footway and we understand that there may be technical issues we are looking at a trial to understand the potential for street lamp column charging to be included within this model. Priority however must be given to ensuring that access to, and use of, pavements is not impeded and safety of pedestrians is not jeopardised.

Innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model once further developed. Cable channels / gully's / lance type solutions such as that referred to will be kept under review as the outcomes of those trials are further understood, technology developed and practical issues explored. For example issues around ownership, maintenance, licensing and planning need to be resolved before any of these solutions could be approved.

#### 6.5 Questions from John Wright:

- 1) I live next to Westways School, on a road that doesn't have parking restrictions, unlike Spring Hill, School Road and others, and hasn't been included in the school streets scheme. With the Active Neighbourhood this has exacerbated the parking problems on my road particularly during school drop-off times. I support the aims of the active neighbourhood but I worry that this scheme didn't have enough community engagement in its design phase. If there had been more I would have asked for my road and others like it, that have been missed out by both sets of restrictions, to have been included in the school streets scheme. I'm disappointed that I didn't get the chance to share my views when the scheme was being planned. Would the Chair give a view on the need for more community engagement and co-design with active neighbourhood schemes to increase the chances of them being successful?

The Chair stated that the streets included in the school streets as part of the Crookes and Walkley Active Neighbourhood were selected following consideration with our school street officers and Westways school. These were deemed to be the most appropriate to restrict vehicle movement and have a positive effect to aid children heading to and from school without restricting vehicle movement in the larger area. This was likely to see some changes in driving and parking behaviour associated with dropping off and picking up children by those not able to walk/cycle to school. These changes would then, unfortunately, also have negative impacts on some areas where these vehicles would now be parked. We will be monitoring the impact of this as part of the trial.

The Crookes and Walkley Active Neighbourhood is a trial scheme, which means

the consultation is ongoing for around six months, during this time anyone can let us know what they think, and alert us to any concerns they may have. This means that the measures in place are subject to ongoing review. We have been actively making changes based on feedback through this consultation to improve the changes and make sure the scheme is effective. As part of the trial the public is also invited to contribute comments regarding to the scheme and its effects in order for us to assess the impact it has on people's day to day lives, alongside what the traffic data tells us. This will influence the recommendations that will be put to the committee at the end of the trial period to decide whether some, all, or none of the measures in are made permanent.

The community were involved in the Summer of 2021 where we discussed and consulted on the types of measures we could use. As the scheme has been implemented on a trial basis through an Experimental traffic Regulation Order (ETRO) the community engagement happens alongside the measures being in place. Having more time to engage the public with the design ideas and consultation would certainly add some benefits but also significant time to the scheme delivery. In the case of this scheme, the trial option through the use of ETRO was the only option given the criteria for using the government funding available.

We welcome your feedback and would be happy to discuss this further, this would then be included in the consultation and monitoring of the scheme.

- 2) Some parts of the Crookes and Walkley scheme haven't yet been implemented and we are nearly 3 months on from when the revised ETRO went live on June 23rd. What is happening with the outstanding implementation work, and are there any plans to extend the ETRO or the 6-month consultation?

The Chair advised that the difficulty has been painting the double yellow lines at the locations where we need to install the some the road changes. The double yellow lines are needed to allow larger vehicles to turn when the road changes are in place. Amey have tried on a number of occasions to paint the double yellow lines but there are always parked cars blocking the area where the lines need to be painted. They have tried leaving notes and door knocking with limited success. We are now taking steps to be in a position to enforce on parking in these locations, this should free up the space to paint the lines and then install the interventions. The delay has also provided time to review and consider the feedback received on the scheme to date and talk through with local Councillors options for the next steps. It is currently anticipated that the remainder of the scheme will be implemented towards the end of October.

- 6.6 The committee discussed at length the Experimental Traffic Regulation Orders (ETRO) and interventions that had not yet been implemented in the current schemes. Members supported the questioner's comments around a pause on any new ETRO's proposed to ensure the appropriate engagement had been sought.

- 6.7 Members also discussed officer delegations and wished for this to be considered with the six-month review of the Committee System. The Chair advised that she would raise this as part of the six month review with the Governance Committee.
- 6.8 Members of the Committee requested that officers consider a pause on any new proposed ETRO's coming forward.

## **7. WORK PROGRAMME**

- 7.1 The Committee received a report containing the Committee's Work Programme for consideration and discussion. The aim of the Work Programme is to show 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. It was highlighted that this was a live document and Members input to it was invaluable. Sections 2.1 in the report; References from Council and petitions were noted.

A question was asked when the Decarbonisation Route Maps would be brought to the committee to have them agreed within the municipal year. The Head of Transport Sustainability and Infrastructure advised that some prioritisation has been made around decarbonisation agenda and a briefing had recently taken place that would inform the timetable into the route maps. It was advised that an update could be provided to the next meeting on the timeline of the route maps and provide some comfort in terms of what could be delivered in this municipal calendar.

It was agreed a discussion would take place informally to discuss the cross-cutting issues and the timetable for the route maps.

Members stated that the Committee work programme was busy and that they would like to see the long list of potential agenda items prioritised and allocated to meeting dates.

It was also flagged that the work programme for this committee was very heavy. The Chair confirmed this would be brought up with the Governance Committee as part of the six-month review of the committee system.

A request was made for a presentation to the committee on the Sheaf Valley Cycle route scheme.

## **7.2 RESOLVED UNANIMOUSLY: -**

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 gave 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
4. 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.

## **8. REVENUE BUDGET MONITORING - MONTH 04**

- 8.1 The Committee considered a report of the Director of Finance and Commercial Services. The report brought the Committee up to date with the Council's financial position as at Month 4 2022/23.

The Director of Finance and Commercial Services advised that the budget was broadly balanced and one off government funding was used to deal with the shortfall this year.

Councillor Sangar advised that he was pleased to see the spend on the Clean Air Zone project. The Director of Finance and Commercial Services advised that the penalty charge notices had delivered a saving and the scheme was about making quality of life better for the public. The Clean Air Zone project was a partnership and was government funded. The Council was currently agreeing the dates for the Clean Air Zone going live in early 2023 to achieve compliance.

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

Note the Council's challenging financial position as at the end of July 2022 (month 4).

### **8.3 Reasons for Decision**

- 8.3.1 The Council is required to both set a balance budget and to ensure that in-year income and expenditure are balanced.

### **8.4 Alternatives Considered and Rejected**

- 8.4.1 No other alternatives were considered.

## **9. ELECTRIC VEHICLE PUBLIC CHARGING INFRASTRUCTURE UPDATE AND SHORT-TERM ACTION PLAN**

- 9.1 The Committee considered a report of the Executive Director – City Futures. The report outlined the current policy background to public electric vehicle charging



infrastructure development in Sheffield. It sought endorsement of the Council's currently adopted position, and agreement to the carrying out of the short-term actions set out to progress public electric vehicle charging infrastructure delivery.

It also sought agreement that the submission of funding bid(s) for government's On Street Residential Chargepoint Scheme and / or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) would be consistent with both the policy position and short-term actions, if agreed.

Councillor Gilligan Kubo advised that officers needed to be open in the reports regarding Climate Impact Assessments and provide narrative if an assessment had not been carried out. The Senior Transport Planner, Jenny Wood advised that she had worked with Climate Officers on the summary and would ensure that this was flagged in future reports.

Councillor Mersereau commented on paragraph 4.1.1 of the report on the Equality Impact Assessment, namely the comment that stated "overall there should be a positive impact from the proposal, in particular for disabled people and poverty and financial inclusion". Councillor Mersereau stated she would question this due to the high cost of electric vehicles. The Senior Transport Planner advised that the report was only in relation to the infrastructure for electric vehicles.

Councillor Shaw asked if reassurance could be made that there would be no detrimental impact on residents regarding the infrastructure, such as impeding on space and that suitable provision was made.

Councillor Mersereau asked for clarity around what vehicles would be able to park for free. The Senior Transport Planner advised that a separate paper would need to be prepared, on if vehicles would qualify for free parking.

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

- i. Endorse the Council's current policy position in relation to public electric vehicle charging infrastructure provision;
- ii. Notes the work currently being undertaken to deliver public electric vehicle charging infrastructure in Sheffield;
- iii. Agrees short term actions to progress the delivery of additional public electric vehicle charging infrastructure;
- iv. Notes that the submission of funding bids to governments On Street Residential Chargepoint Scheme and/or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) would be consistent with the Council's current policy position and short-term actions.
- v. Notes that the delegated authority to submit the aforementioned bids rests

with the relevant Exec Director (in consultation with the Council's Chief Finance Officer), and that commitment to the use of the funding will further be subject to the approval of the Finance Sub-Committee, where appropriate.

### **9.3 Reasons for Decision**

9.3.1 For the reasons outlined previously, following the recent publication of the governments national Electric Vehicle Charging Infrastructure Strategy it was the opportune time to confirm the Councils current position in relation to public electric vehicle charging infrastructure and agree a short term plan of action to capitalise on opportunities to further roll out this infrastructure.

9.3.2 Sheffield City Council had set itself a Net Zero target and electric vehicles (EVs), alongside modal shift, will be crucial to meet this goal. The development of a sub-regional strategy and local evidence-based delivery plan will ensure we are in a position to further progress charging infrastructure in the city as opportunities arise and that we are working towards our zero carbon targets.

9.3.3 The short-term actions outlined are necessary to support the existing network, expand it, ensure inclusion, inform future delivery and future proof development.

### **9.4 Alternatives Considered and Rejected**

9.4.1 *The alternative* 'do nothing' option is not considered appropriate as this is likely to result in:

- Disjointed approach to provision of Electric Vehicle Charging Infrastructure that risks inequitable access, inability to leverage available funding and undermines the ability of citizens to transition to electric vehicles;
- Financial risk to the council due to a failure to comprehensively assess the risk associated with installing electric vehicle charging infrastructure through the various available approaches. These risks are further described in Appendix B to this report

'Do nothing' does not tackle the climate emergency and is not considered to be a viable way forward

9.4.2 The development of the delivery plan will consider the implications of a number of approaches to electric vehicle charging infrastructure development.

## **10. SHALESMOOR GATEWAY**

10.1 The Committee considered a report of the Executive Director – City Futures. The report updates the Transport, Regeneration and Climate Committee on the work undertaken to date on the Shalesmoor Gateway Outline Business Case, in preparation for a submission to the Department for Transport's Major Road Network National Roads Fund.

The key benefits of the scheme remain unchanged from the project mandate, supporting and protecting the city's growth objectives within the City Centre, Kelham Island and Neepsend areas, in terms of enabling access to key development sites which will bring forward thousands of new homes along with other local facilities and employment opportunities.

The project will form part of the emerging City Centre Masterplan and aligns with the strategic Local Plan growth ambitions. The scheme also reduces traffic congestion and improves resilience of the Inner Ring Road, allowing traffic to move efficiently along the A61, which is a blue light route for the emergency services and is defined as the Department for Transport's Major Road Network.

In addition, the scheme provides improvements for public transport, pedestrians, and cyclists, tying into the Connecting Sheffield programme and the Kelham Neepsend project. This integrated and balanced approach delivers against the longer-term priorities of the Council in terms of sustainable transport and working towards net zero carbon by 2030.

The report outlined the potential future financial commitment required by the Council, in advance of any development and construction funding by the Department for Transport.

Appendix A showed the indicative scheme proposals. This was preliminary design and would be refined, taking on further comments from stakeholders through detailed design.

Appendix B outlined the spend profile of the scheme.

The Transport Planning and Infrastructure Manager advised that the case had been submitted to the DfT (Department for Transport) for approval and that members were welcome to have a walk around the areas in the proposal. Cycle Sheffield had submitted an objection to the scheme outlining a few specific requests of the design that would be looked at through the later phases. Active Travel England had commented that they felt the scheme was well balanced.

Councillor Iqbal asked for an understanding of the figures.

The Transport Planning and Infrastructure Manager advised that financial contribution was sought through the Corporate Investment Fund for £3.4m. £430k had been spent to date on the outline business case development, with approval of seeking the remaining £2.97m to be made available for additional work and match funding for construction of much needed houses and signage.

Councillor Chaplin asked if the scheme brought bus stops closer to the tram stops. The Transport Planning and Infrastructure Manager advised that they were looking to improve the integration between bus stops and tram stops. The Council had spoken to Supertram about getting stops closer together around Fox Hill and Grenoside.

Councillor Shaw asked if there had been any notable objections to the scheme. The Transport and Infrastructure Manager advised that these would be reported back to the committee.

Councillor Auckland commented that the scheme was necessary in unlocking

development in the city, but did the scheme still deliver or improve public transport reliability. The Transport and Infrastructure Manager advised that this was detailed within the analytics of the business case and the scheme introduced a bus priority bypass. Bus Drivers had met with the Council and talked through their experiences. The new scheme had developed fresh thinking.

The Chair of the committee commented that the scheme was exciting and that it fitted together, she hoped it gave the public the whole overview.

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

Endorse the work undertaken thus far to develop the Outline Business Case for Shalesmoor Gateway to the Department for Transport;

To the extent that the relevant decisions were not already delegated to officers, authorise the Executive Director of City Futures, in consultation with the Chair or the Transport, Regeneration and Climate Policy Committee, to undertake all necessary work to continue the development of the Shalesmoor Gateway scheme and prepare the Full Business Case. This would include detailed design, public consultation, and tendering for the works to be undertaken;

Notes that the Full Business Case would be brought back to the Transport, Regeneration and Climate Policy Committee for its endorsement prior to submission to the Department for Transport; and

Note that the delegated authority to submit bids for further funding via the OBC and FBC rests with the relevant Executive Director (in consultation with the Council's Chief Finance Officer), and that commitment to the use of that funding as well as the commitment of the remaining £2.97m allocation of Community Infrastructure Levy funding in accordance with the proposal detailed in this report would further be subject to the approval of either the Strategy and Resources Policy Committee or the Finance Sub-Committee, where appropriate.

10.3 **Reasons for Decision**

10.3.1 The Council's Housing Infrastructure Fund identified the wider strategic benefit in delivering an integrated highway improvement at the Shalesmoor Gateway on the A61. This improvement was included in the Housing Infrastructure Fund bid; however, it was unsuccessful

10.3.2 Recognising its strategic importance, the Council also submitted the scheme through the Department of Transport's National Roads Fund. It was subsequently added to the long list of schemes by Transport for the North, via a South Yorkshire Mayoral Combined Authority submission. The Shalesmoor Gateway scheme is the only scheme to be shortlisted within the Sheffield City Region.

10.3.3 The work done to date on the scheme has been critical to the identification of

viable alignments and the OBC has identified the preferred option to meet the wider strategic objectives and deliver value for money. The business case is very strong and is ready for submission

- 10.3.4 Entry to the National Roads Fund programme requires rigorous assessment and compliance with well-established DfT processes and procedures in the assessment of options. The requirements are understood and are well known to the Council, with previous schemes having been subject to DfT requirements and progressing successfully.
- 10.3.5 The funding and delivery timescales are limited. It is therefore critical that the OBC is submitted to the DfT and that the FBC works are undertaken without delay to meet the programme. Failure to meet programme and / or DfT requirements may compromise future further funding opportunities for the scheme.
- 10.3.6 The award of funding for the development of the FBC does not guarantee future DfT funding, either for scheme development costs at the FBC stage, or for implementation of the scheme. It is essential that all avenues for funding continue to be investigated.

#### 10.4 **Alternatives Considered and Rejected**

- 10.4.1 1.1. 'Do nothing' has been considered, but is not considered appropriate as this is likely to result in:
- Increased congestion and negative impact on journey times and journey time reliability
  - Failure to promote access to the supertram network;
  - Prevent the accelerated completion of development in and around HZN and city centre leading to growth in economy
  - Reduced facilities for pedestrians and cyclists, failing to encourage more active and sustainable travel choices.

### 11. **SCHOOL STREETS**

- 11.1 The Committee considered a report of the Executive Director – City Futures. The report described the measures taken to restrict vehicle movements and associated inappropriate parking at four school locations across the city through the introduction of a School Streets scheme (restriction of the road outside school gate to all but exempt traffic at certain times) via a series of Experimental Traffic Regulation Orders (ETROs).

It set out officer's responses to objections received in respect of the ETROs and seeks a decision from the Policy Committee as to making the School Streets scheme permanent by making the restrictions in the associated ETROs permanent.

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

Having considered the representations received and having determined that the reasons to support the proposals outweigh any objections, it is agreed that:

The Traffic Regulation Orders are made in accordance with the Road Traffic Regulation Act 1984;

Establish the 4 School Street schemes on a permanent basis at the 4 locations shown on the plans in Appendix B.

11.3 **Reasons for Decision**

11.3.2 The proposed measures (the making permanent of the School Streets schemes described in this report) will address the following:

- Dangerous parking at the school entrances by parents dropping off and collecting children from school
- Idling engines at the school gates
- Traffic congestion outside school gates
- Improve conditions for those who walk, cycle and scoot to school
- Encourage others to leave the car at home and choose active ways of getting to school
- Health benefits for all
- Community benefits as streets are prioritised for active journeys become a more enjoyable space to use.
- Where planters at scheme entrances are used the school and community can take ownership of their street and be proud of their space.

11.4 **Alternatives Considered and Rejected**

11.4.1 The only alternative is to not introduce School Streets at these locations, this is not considered to be an acceptable option. The removal of obstructive parking and dangerous vehicle manoeuvres outside the school gates ensures the safety for the most vulnerable users at these times. Consequently, the measures proposed will contribute to pedestrian & cyclists' safety and their removal will result in the opposite

Without the introduction of the School Street outlined in this report, all the road safety, accessibility, and air quality issues, for children, their families & local residents will remain.

The beneficial effects of the proposed measures do not incur the penalty of having adverse effects on either the climate or the economy as there are none.

**12. MANOR PARK 20MPH TRAFFIC REGULATION ORDER OBJECTIONS**

12.1 The Committee considered a report of the Executive Director – City

Futures that reported details of the consultation response to proposals to introduce 20mph speed limits in Manor Park, report the receipt of objections to the Speed Limit Order and set out the Council's response.

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

Approves that the Manor Park 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. 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.

### 12.3 **Reasons for Decision**

- 12.3.1 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.

- 12.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Manor Park be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

### 12.4 **Alternatives Considered and Rejected**

- 12.4.1 In light of the objection's received consideration Manor Park was given to recommending the retention of the existing speed limit in. 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.

## 13. **HANDSWORTH 20MPH TRAFFIC REGULATION ORDER OBJECTIONS**

- 13.1 The Committee considered a report of the Executive Director – City Futures that reported details of the consultation response to proposals to introduce 20mph speed limits in Handsworth, report the receipt of objections to the Speed Limit Order and set out the Council's response.

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

Approves that the Handsworth 20mph Speed Limit Order be made, as

advertised, in accordance with the Road Traffic Regulation Act 1984. 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.

### 13.3 **Reasons for Decision**

13.3.1 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.

13.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Handsworth be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

### 13.4 **Alternatives Considered and Rejected**

13.4.1 In light of the objection's received consideration Handsworth was given to recommending the retention of the existing speed limit in. 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.

## 14. **LOCAL CENTRE DISABLED BAYS, WOODHOUSE TRO OBJECTIONS**

14.1 The Committee considered a report of the Executive Director – City Future that reported details of the consultation response to proposals to install a disabled parking bay at Woodhouse Local District Centre, report the receipt of objections and set out the Council's response

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

Approves the installation of a disabled parking bay on Chapel Street in Woodhouse in accordance with the Traffic Regulation Order as advertised under the Road Traffic Regulation Act 1984 and Inform objectors accordingly

### 14.3 **Reasons for Decision**



- 14.3.1 The Council's Core Strategy sets out for the period to 2026, the overall vision for the city, the relationships between the areas within it and how different factors come together in each area. Local District Centres are to provide everyday needs with a range of retail, leisure, and community facilities. This would be supported by improving the quality of the environment, the mixture of uses, and accessibility and safety for all
- 14.3.2 To develop and maintain the desired outcome of a thriving local district centre at Woodhouse, it is vital that all local people have direct accessibility to the facilities and amenities within the village. There is currently on street public parking throughout the village, including a public car park off Market Street and Vicar Lane. Unfortunately, the public parking available on the highway does not currently include provisions specifically for disabled drivers
- 14.3.3 The recommendation is to install a disabled parking bay within Woodhouse village to provide inclusivity and accessibility for all local people. There are no public disabled parking bays on the main highway that goes through Woodhouse district centre from Chapel Street, through to the end of Cross Street where many of the shops and amenities are located. The surface of the public car park on Vicar Lane is not tarmacked and would cause mobility difficulties for those who require mobility aids such as wheelchairs, tri pods and walkers. There are also no allocated disabled parking bays in the car park to guarantee sufficient vehicle space. The car park off Market Street does not provide direct access to the amenities which would be a disadvantage to many disabled people who are unable to walk the required distance to access the amenities.  
Having considered the response from the public and other consultees it is recommended that the disabled parking bay on Chapel Street be implemented as, on balance, the benefits of the proposal are considered to outweigh the concerns raised.

#### 14.4 **Alternatives Considered and Rejected**

- 14.4.1 There were originally 3 proposed disabled parking bays for the Woodhouse local district centre. 2 of which were proposed to be installed in the parking bay outside of the Lloyds Bank on Cross Street and one disabled parking bay on Chapel Street which has been included in the consultation. It was decided after a discussion with the Ward members that only one disabled parking bay was to be proposed at this time.
- 14.4.1 Apart from the proposed disabled bay in question, there are no other provisions for disabled parking in the whole local district area. Doing nothing to improve this would be contrary to the Councils' equal opportunities commitments.

**15. BUDGET PROPOSALS FOR YEAR 2023/2024**

- 15.1 The Committee considered a report of the Executive Director – City Futures. The report sets out the budget pressures and risks facing services that sit within the responsibility of the Transport, Regeneration and Climate Change Policy Committee (TRC Committee), and a budget action plan to mitigate these as far as possible in the 23/24 financial year.

It provides savings recommendations which form part of Sheffield City Council's objectives around setting a balanced budget.

- 15.2 **RESOLVED:** That the public and press be excluded from the meeting before discussion takes place on the part 2 report of this item on the agenda on the grounds that, if the public and press were present during the transaction of such business, there would be a disclosure to them of exempt information as described in paragraphs 3 and 5 of Schedule 12A to the Local Government Act 1972, as amended.

- 15.3 The meeting was re-opened to the press and public.

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

- Acknowledge the recommendation approved at the Strategy and Resources Committee on [5 July 2022](#) that “Policy Committees will be asked to develop savings / additional income options that cover their own pressures – in effect cash standstill” and to “require Policy Committees to report at their meetings in September on how they can balance their budgets.”
- Note, as this Committee's initial response to the Strategy and Resources Committee's request, the set of budget proposals set out in this report, including part 2.
- Note that Officers will now work with Members to consult with relevant stakeholders (including with partners, trades unions and in respect of equalities and climate change) on the proposals in this report so as to inform final budget proposals.
- Note that Officers will work to develop any necessary detailed implementation plans for the proposals in this report so that the proposals, if ultimately approved, can be implemented as planned before or during the 2023/24 financial year.
- Ask to receive a further report in November that will set out the final budget for this Committee following consultation and any adjustments requested by the Strategy and Resources Committee.

- 15.3 **Reasons for Decision**

- 15.3.1 Committee Members and officers have sought to strike a balance between meeting budget challenges and continuing to deliver strategically important and statutory services to support Sheffield's corporate priorities around transport, climate change, regeneration, sustainability and planning.
- 15.3.2 It is critical that services are maintained to further support regeneration in the city and underpin game changing projects like Heart of the City, Sheffield's Levelling Up city centre pilots, Local Plan development and strategic transport improvements for the city. Added to this, there is a critical need to address Sheffield's commitments around Net Zero and the climate agenda.
- 15.3.3 Removal of services and budgets will dramatically reduce the City's ability to bid for and win external funding, which is critical to delivery of Member and corporate priorities
- 15.3.4 The recommended proposals allow the TRC Committee to make a substantial contribution to the Council's budget challenges. Further options can be considered by Strategy and Resources Committee with the TRC committee, as the range of options proposed across all Committees are considered together.

#### 15.4 **Alternatives Considered and Rejected**

##### 15.4.1 **Do nothing**

If none of the proposed actions are progressed, there is no likelihood of delivering a balanced budget.

##### 15.4.2 **Deliver Balanced Budget**

Make further savings by revisiting those options currently rejected by Committee Members.

##### 15.4.3 **Offer greater budget savings by stopping services**

Make further savings by stopping non statutory services

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## Report to Transport, Regeneration and Climate Policy Committee

24<sup>th</sup> November 2022

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**Report of:** David Hollis, Interim Director of Legal and Governance

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**Subject:** Committee Work Programme – Transport, Regeneration and Climate

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**Author of Report:** Sarah Hyde, Democratic Services Team Manager

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### Summary:

The Committee's Work Programme is attached at **Appendix 1** for the Committee's consideration and discussion. This aims to show 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.

Any changes since the Committee's last meeting, including any new items, have been made in consultation with the Chair, and the document is always considered at the regular pre-meetings to which all Group Spokespersons are invited.

The following potential sources of new items are included in this report, where applicable:

- Questions and petitions from the public, including those referred from Council
- References from Council or other committees (statements formally sent for this committee's attention)
- A list of issues, each with a short summary, which have been identified by the Committee or officers as potential items but which have not yet been scheduled (See **Appendix 1**)

The Work Programme will remain a live document and will be brought to each Committee meeting.

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## Recommendations:

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
4. 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.

**Background Papers: None**

**Category of Report: OPEN**

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## COMMITTEE WORK PROGRAMME

### 1.0 Prioritisation

1.1 For practical reasons this committee has a limited amount of time each year in which to conduct its formal business. The Committee will need to prioritise firmly in order that formal meetings are used primarily for business requiring formal decisions, or which for other reasons it is felt must be conducted in a formal setting.

1.2 In order to ensure that prioritisation is effectively done, on the basis of evidence and informed advice, Members should usually avoid adding items to the work programme which do not already appear:

- In the draft work programme in **Appendix 1** due to the discretion of the chair; or
- within the body of this report accompanied by a suitable amount of information.

### 2.0 References from Council or other Committees

2.1 Any references sent to this Committee by Council, including any public questions, petitions and motions, or other committees since the last meeting are listed here, with commentary and a proposed course of action, as appropriate:

Issue	<b>Petition – Cancel the Clean Air Zone</b>
Referred from	Full Council – 2 <sup>nd</sup> November 2022

Details	Electronic petition received containing 275 signatures requesting the council to cancel the clean air zone.
Comments/ Action Proposed	<p>Co-Chair responded to petition at full council on 2<sup>nd</sup> November as below.</p> <p><i>Councillor Julie Grocutt (Co-Chair, Transport, Regeneration and Climate Policy Committee) thanked Mr Hussain for presenting the petition, and referred to the extensive discussions held with himself, and the taxi trade, on the planned implementation of the CAZ. She stated that she understood the concerns raised by the taxi trade and, for this reason, the Council was constantly lobbying the Government for additional support for those people adversely affected by the proposals. The Council recognised that it needed to do whatever was required in order to improve air quality in the city, and was committed to delivering the CAZ. The Council, however, also recognised that the proposed scheme needed to be fair for all Sheffield residents, therefore would continue to lobby the Government for additional funding to enable this to be achieved. The Council wanted to work with all organisations and individuals to make sure the scheme was fair and equitable for all. Councillor Grocutt stated that the scheme would be rolled out in spring 2023, and further details would be released shortly, providing information on how people could apply for grants and loans. The Council would work hard to mobilise the financial support measures, and provide assistance for people to make the required upgrades in terms of their vehicles as soon as possible. Councillor Grocutt concluded by stating that the Council would continue liaising with the taxi trade and van drivers, and promised to do everything it could to support them.</i></p>

Issue	<b>Full Council Resolution</b>
Referred from	Full Council – 2 <sup>nd</sup> November 2022
Details	<p><b>to ask the Transport, Regeneration and Climate Policy Committee to consider:-</b></p> <p>(i) <b>conducting an audit of the potential for renewable energy installations</b> and energy efficiency measures on all Council land and property, draw up a priority list for installations based on the most potential to save energy and generate clean energy, ensuring that this is considered as part of the on-going Community Asset Plan, and present it to the Committee within 6 months;</p>

	<ul style="list-style-type: none"> <li>(ii) <b>installing solar photovoltaics on all new build Council-owned buildings</b> where technically feasible, recognising that integrated roof systems are cheaper to install than retrofitting solar systems after construction;</li> <li>(iii) <b>creating a Local Area Energy Plan for Sheffield</b> that has the buy-in of the wider community and lead a local area energy planning process that involves both the network operators and other key stakeholders, including developers, energy experts and community energy groups - with each Local Area Committee (LAC) involved and maximising the 'tool kit for engagement' in the development of Local Area Energy Plans;</li> <li>(iv) <b>investigating establishing strategic partnerships with renewable and energy efficiency installers</b> to help ensure certainty on cost and delivery of measures and report back to the Committee within 6 months;</li> <li>(v) <b>encouraging the establishment of partnerships with local Community Renewables organisations</b> to enable low cost/no cost installations funded through citizens' investments;</li> <li>(vi) <b>maximising external funding to finance installations</b> using Government, South Yorkshire Mayoral Combined Authority and any ethical sources;</li> <li>(vii) <b>using funding available for solar installations from Cooperatives</b> on Council buildings and encouraging take up of this funding by large commercial organisations;</li> <li>(viii) <b>working with the Strategy and Resources Policy Committee to address procurement barriers</b> to support community energy installations on Council buildings through the development of Sheffield's Ethical Procurement Policies and Community Wealth Building Charter;</li> <li>(ix) <b>encouraging wider community investment in local renewable energy projects</b> through a range of measures including, but not limited to, Community Share Offers and Municipal Bonds;</li> <li>(x) working alongside the Housing Policy Committee to develop a <b>compelling offer for private householders and landlords</b> to support the installation of solar photovoltaics and high cost energy efficiency measures;</li> <li>(xi) <b>encouraging best practice in Planning</b> to support renewable energy installations by developers and to create a low carbon energy supply;</li> <li>(xii) <b>encouraging renewable and energy efficiency skills</b> by establishing links and relationships between our partners in the Renewable Energy and Energy Efficiency sectors with appropriate local training and education providers;</li> <li>(xiii) working alongside the Economic Development and Skills Policy Committee to ensure <b>training opportunities and new skills are included in all projects</b> and that contracts related to energy efficiency</li> </ul>
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	and renewables should include commitments from contractors on providing training opportunities and new skills for local people; and  (xiv) requiring new energy generation projects of 5MW or above to have at least 20% <b>local ownership</b> .
Comments/ Action Proposed	Co-Chair of TRCPC Cllr Julie Grocutt / Cllr Mazher Iqbal:  I'd like to acknowledge the resolution of Full Council at its meeting on 2 <sup>nd</sup> November 2022 on a range of renewable energy matters. There are 14 detailed actions included within the resolution and on behalf of the Transport, Regeneration and Climate Policy Committee I can confirm that we will now ask officers to consider these fully and bring reports to future meetings that provide a full response across all of the actions. We will confirm the timeline associated with this through our Work Plan but expect an initial report will be available early in 2023.

### 3.0 Member engagement, learning and policy development outside of Committee

3.1 Subject to the capacity and availability of councillors and officers, there are a range of ways in which Members can explore subjects, monitor information and develop their ideas about forthcoming decisions outside of formal meetings. Appendix 2 is an example 'menu' of some of the ways this could be done. It is entirely appropriate that member development, exploration and policy development should in many cases take place in a private setting, to allow members to learn and formulate a position in a neutral space before bringing the issue into the public domain at a formal meeting.

#### 3.2 Training & Skills Development - Induction programme for this committee.

Title	Description & Format	Date
Local Plan Overview	Background and future work programme etc. – this will need more than one session.	3.00-5.00pm on 31 Aug 2022 4.00-5.00pm, 15 <sup>th</sup> Sept 2022
Regeneration and City Development Overview	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis of specific activities and initiatives e.g. Heart of the City, Castlegate, Attercliffe, West Bar, City Centre Living, Fargate, Future High Street Fund, Stocksbridge Towns Fund	TBC
Levelling Up Activity?	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be	TBC

	more full committee update briefings on a semi regular basis.	
City Centre Strategic Vision	Presentation giving overview of background to City Centre Vision and future work programme	TBC
Transport Overview	An overview of key Sheffield, Regional and National issues and policy influencing Transport and our local priorities and programmes	June 2022
Flood and Water Overview	An overview of key Sheffield, Regional and National issues and policy influencing Flood and Water and our local priorities and programmes	June 2022
Climate Change Overview	An overview of key Sheffield, Regional and National issues and policy influencing our approach to Net Zero following the adoption of the 10 Point Plan	June 2022
Climate Change	Formal Elected Member training	TBC
Funding Landscape	Familiarisation with Directorates Funding and potential external sources of funding	June 2022

## Appendix 1 – Work Programme

### Part 1: Proposed additions and amendments to the work programme since the last meeting:

Item	Proposed Date	Note
<b>NEW</b>		
Decarbonisation Routemaps – UPDATE REPORT	<b>24<sup>th</sup> November 2022</b>	Tom Finnegan-Smith / Mark Whitworth + other leads on thematic areas Priority Routemaps to inform key Council and Citywide action on decarbonisation (Housing, Transport, Energy, Economy)
Mitigate overspends and Income Generation	<b>TBC</b>	Added to list of potential items – Commission work from officers to develop and implement plans to mitigate overspends and deliver stalled saving plans to bring forecast outturn back in line with budget and discuss opportunities for income generation.
Get Building Fund -Update	<b>15<sup>th</sup> December 2022</b>	This report provides a progress update on the successful Get Building Fund bids.  In addition, the report recommends a reallocation of funding between GBF projects following the listing of the Cole Brothers building and lack of acquisition opportunities on Fargate.
Levelling up fund - Update	<b>24<sup>th</sup> November 2022</b>	This report provides a progress update on the successful Round 1 Levelling Up Fund bids and a summary of the as yet undecided Round 2 Levelling Up Fund Submissions  In addition, the report recommends the acceptance of the recommendations of the recent Live Works coproduction workshops and endorsement of the reallocation of Gateway to Sheffield LUF funds between project headings
Report objections to the Experimental Traffic Regulation Order for Broomhill Shopping Precinct	<b>15<sup>th</sup> December 2022</b>	Form 1 received to be submitted to meeting on 24 <sup>th</sup> November 2022. Deferred to December meeting, awaiting further clarifications
Beighton 20mph TRO	<b>24<sup>th</sup> November 2022</b>	Form 1 received

Burncross 20mph TRO	<b>24<sup>th</sup> November 2022</b>	Form 1 received
<b>AMENDMENTS</b>		
Kelham Parking Scheme	<b>15<sup>th</sup> December 2022</b>	Advised following work programme session on 26 <sup>th</sup> October that this item would now come to the December committee. Awaiting legal advice.
Parkhill Parking Scheme	<b>15<sup>th</sup> December 2022</b>	Advised by Head of Transport, Infrastructure and Sustainability that this item would now come to the December committee, in consultation with Chair's.
City Centre Strategic Vision- Priority Framework Areas and masterplans	<b>TBC</b>	Head of Strategic Planning advised that in consultation with the Chair, Deputy Chair and Spokesperson that this item would now form part of the Local Plan public consultation in the new year.
Monitoring of the 10 Point Plan - Update Report	<b>TBC</b>	Agreed at Pre-agenda that this item be deferred to a later meeting, the Head of Transport, Infrastructure and Sustainability to confirm.
Sheaf Valley Masterplan	<b>15<sup>th</sup> December 2022</b>	Agreed at Pre-agenda to defer the item to the December meeting.
Heart of the City	<b>15<sup>th</sup> December 2022</b>	Agreed at Pre-agenda to defer the item to the December meeting.

## Part 2: List of other potential items not yet included in the work programme

Issues that have recently been identified by the Committee, its Chair or officers as potential items but have not yet been added to the proposed work programme. If a Councillor raises an idea in a meeting and the committee agrees under recommendation 3 that this should be explored, it will appear either in the work programme or in this section of the report at the committee's next meeting, at the discretion of the Chair.

<b>Topic</b>	
<b>Description</b>	
<b>Lead Officer/s</b>	
<b>Item suggested by</b>	<i>Officer, Member, Committee, partners, public question, petition etc</i>
<b>Type of item</b>	<i>Referral to decision-maker/Pre-decision (policy development/Post-decision (service performance/ monitoring)</i>
<b>Prior member engagement/ development required</b> <i>(with reference to options in Appendix 2)</i>	

<b>Public Participation/ Engagement approach</b> <i>(with reference to toolkit in Appendix 3)</i>	
<b>Lead Officer Commentary/Proposed Action(s)</b>	

### Part 3: Agenda Items for Forthcoming Meetings

Meeting 3	24 <sup>th</sup> November 2022 10am	Time				
Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> <li>Decision</li> <li>Referral to decision-maker</li> <li>Pre-decision (policy development)</li> <li>Post-decision (service performance/ monitoring)</li> </ul>	<i>(re: decisions)</i> <b>Prior member engagement/ development required</b> <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> <b>Public Participation/ Engagement approach</b> <i>(with reference to toolkit in Appendix 2)</i>	<b>Final decision-maker (&amp; date)</b> <ul style="list-style-type: none"> <li>This Cttee</li> <li>Another Cttee (eg S&amp;R)</li> <li>Full Council</li> <li>Officer</li> </ul>
Decarbonisation Routemaps – UPDATE REPORT	Priority Routemaps to inform key Council and Citywide action on decarbonisation (Housing, Transport, Energy, Economy)	Tom Finnegan-Smith / Mark Whitworth + other leads on thematic areas	Pre-decision policy development	Facilitated policy development workshops	TBC	TBC
Local Renewable Energy Fund – Programme Scope	Following a budget amendment proposal, £3.5m was allocated in the capital budget at Full Council on 2 March 2022 for renewable energy and energy efficiency works on council buildings.	Kate Martin/Kathryn Warrington	Decision	An initial briefing with the Transport, Regeneration and Climate Committee was held on 28 July 2022 to provide an overview of the work programme of the Sustainability and	This will be further known once sites have been identified, but it is anticipated that the Committee / small group visits to services could be arranged once sites	This committee

				<p>Climate Change Team. Whilst this programme was included in the briefing, it was very high level.</p> <p>It is anticipated that engagement and further information to Members will be provided via a written briefing for the committee and in due course once sites have been identified to all relevant members.</p>	<p>and projects are known.</p>	
<p>Levelling Up Fund -Update</p>	<p>Update and progress report</p>	<p>Tammy Whittaker/Alan Seasman</p>	<p>Decision</p>	<p>Discussion and, where required, briefing by officers at pre-committee meetings in advance of each formal meeting, after the agenda is published. These include the Chair, Vice Chair and all Group Spokespersons from the</p>	<p>Formal and informal discussion groups. There is a groups of stakeholders that helped develop the bids and to whom updates are provided.</p>	<p>Officer</p>

				committee, with officers.		
Beighton 20 mph TRO objections	Recommendations on the final scheme for implementation	Tom Finnegan-Smith/Matt Reynolds	Decision		Public engagement undertaken	This Committee
Burncross 20 mph TRO objections	Recommendations on the final scheme for implementation				Public engagement undertaken	This Committee
Budget monitoring and outturn - Month 6.	Monitoring item	Ryan Keyworth	Decision			This committee
Budget Position for year 2023/2024	The Council is required to set a balanced budget for 2023/24.	Ryan Keyworth	Decision			This committee
Standing items	<ul style="list-style-type: none"> <li>• <i>Public Questions/ Petitions</i></li> <li>• <i>Work Programme</i></li> <li>• <i>[any other committee-specific standing items eg finance or service monitoring]</i></li> </ul>					

Meeting 4	15 <sup>th</sup> December 2022	Time				
Topic	Description	Lead Officer/s	Type of item	(re: decisions) Prior member engagement/ development required	(re: decisions) Public Participation/ Engagement approach	Final decision-maker (& date)
			<ul style="list-style-type: none"> <li>• <i>Decision</i></li> <li>• <i>Referral to decision-maker</i></li> <li>• <i>Pre-decision (policy development)</i></li> </ul>			<ul style="list-style-type: none"> <li>• This Cttee</li> <li>• Another Cttee (eg S&amp;R)</li> <li>• Full Council</li> </ul>

			<ul style="list-style-type: none"> <li>• <i>Post-decision (service performance/ monitoring)</i></li> </ul>	<i>(with reference to options in Appendix 1)</i>	<i>(with reference to toolkit in Appendix 2)</i>	<ul style="list-style-type: none"> <li>• Officer</li> </ul>
Get Building Fund-Update	Update and progress report	Tammy Whittaker/Matt Hayman	Decision	Discussion and, where required, briefing by officers at pre-committee meetings in advance of each formal meeting, after the agenda is published. These include the Chair, Vice Chair and all Group Spokespersons from the committee, with officers.	Formal and informal discussion groups. There is a groups of stakeholders that helped develop the bids and to whom updates are provided.	Officer
Heart of the City	Update on progress of Heart of the City	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC
Budget monitoring and outturn - Month 7.	Monitoring item	Ryan Keyworth	Decision			This committee
Parkhill Parking Scheme	Results of the consultation on the parking scheme and recommendations on how to proceed.	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	Public engagement a key part of the report.	This Committee



Sheaf Valley Masterplan	Update on the Sheaf Valley Masterplan	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC
Kelham Parking Scheme	Results of the consultation on the parking scheme and recommendations on how to proceed.	Tom Finnegan-Smith / Matt Reynolds	Decision			This Committee
Car free developments parking policy	Policy to complement Planning Authority decisions.	Tom Finnegan-Smith/Matt Reynolds	Decision	Briefings		This Committee
Highfields 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision		Public engagement undertaken	This Committee
Report objections to the Experimental Traffic Regulation Order for Broomhill Shopping Precinct	To report details of the consultation response to the Experimental Traffic Regulation Order for the Broomhill Shopping Precinct, report the receipt of objections to the Speed Limit Order and set out the Council's response	Matt Reynolds	Decision	Ward Members have been involved in the scheme since inception and have been kept updated of the scheme throughout its various stages. Various Cabinet Members and Executive Members (and their deputies) have also been briefed throughout.  The report will be taken to TRC	Public calls for evidence through the statutory Experimental Traffic Order Procedure. This included on street notices, Royal Mail letter drops to a wide range of local businesses and Residents Issue-focused workshops with attendees from multiple backgrounds including the	This Committee

				briefing(s) prior to publication.	Broomhill Neighbourhood Plan and Broomhill Business Alliance Creative use of online engagement channels through use of Citizen Space for surveying.	
Deerlands 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision		Public engagement undertaken	This Committee
Batemoor 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision		Public engagement undertaken	This Committee
Waterthorpe 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision		Public engagement undertaken	This Committee
EATF Legacy Projects: Division Street	Report on aspects of the Emergency Active Travel projects that are still in place following consultation through the current experimental trial closures.	Tom Finnegan-Smith/Matt Reynolds	Decision	Briefings	Results of public engagement a key part of the report	This Committee
LTP/RSF programme 22/23 update and 23/24	Update on 22/23 programme and roll forward into 23/24.	Tom Finnegan-Smith/Matt Reynolds	Decision			This Committee

DYs 22/23 programme	Recommendations on schemes for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision		Public engagement undertaken	This committee
Part time 20 mph outside schools		Tom Finnegan-Smith/Matt Reynolds				
Future High Street Fund Update	To highlight the cost increases in relation to construction of the public realm/infrastructure works and seek approval to reduce the area scope of the works and proposal to increase the budget. It is proposed to secure £3m additional funding from SYMCA gainshare and reallocate £0.8m from the FHSF 'Front Door Scheme' to increase the public realm budget to £12.8m to ensure the vision for Fargate is delivered	Matt Hayman/Kate Martin	Decision	Briefings with both the Transport, Regeneration & Climate Committee and the Finance Sub-Committee.	Extensive consultation undertaken throughout 2019 and 2020 in partnership with the University of Sheffield. Officers continue to meet with retailers, businesses, landowners and wider stakeholders to keep them updated.	This committee/another committee
Standing items	<ul style="list-style-type: none"> <li>• <i>Public Questions/ Petitions</i></li> <li>• <i>Work Programme</i></li> <li>• <i>[any other committee-specific standing items eg finance or service monitoring]</i></li> </ul>					

Meeting 5	<b>8<sup>th</sup> Feb 2023</b>	Time				
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<b>Topic</b>	<b>Description</b>	<b>Lead Officer/s</b>	<b>Type of item</b> <ul style="list-style-type: none"> <li>• <i>Decision</i></li> <li>• <i>Referral to decision-maker</i></li> <li>• <i>Pre-decision (policy development)</i></li> <li>• <i>Post-decision (service performance/ monitoring)</i></li> </ul>	<i>(re: decisions)</i> <b>Prior member engagement/ development required</b> <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> <b>Public Participation/ Engagement approach</b> <i>(with reference to toolkit in Appendix 2)</i>	<b>Final decision-maker (&amp; date)</b> <ul style="list-style-type: none"> <li>• This Cttee</li> <li>• Another Cttee (eg S&amp;R)</li> <li>• Full Council</li> <li>• Officer</li> </ul>
Budget monitoring and outturn - Month 8.	Monitoring item	Ryan Keyworth	Decision			This committee
SCR Innovation Corridor project	Update on the project to address the network constraints associated with M1 J34 and Lower Don Valley.	Tom Finnegan-Smith / Matt Reynolds	Decision			
Connecting Sheffield Cross City Bus FBC approval	Submission of FBC to SYMCA for approval & release of funding to implement.	Tom Finnegan-Smith / Matt Reynolds	Decision			
Standing items	<ul style="list-style-type: none"> <li>• <i>Public Questions/ Petitions</i></li> <li>• <i>Work Programme</i></li> <li>• <i>[any other committee-specific standing items eg finance or service monitoring]</i></li> </ul>					

Meeting 6	16 <sup>th</sup> March 2023	Time				
<b>Topic</b>	<b>Description</b>	<b>Lead Officer/s</b>	<b>Type of item</b> <ul style="list-style-type: none"> <li>• <i>Decision</i></li> </ul>	<i>(re: decisions)</i>	<i>(re: decisions)</i>	<b>Final decision-maker (&amp; date)</b>

			<ul style="list-style-type: none"> <li>• <i>Referral to decision-maker</i></li> <li>• <i>Pre-decision (policy development)</i></li> <li>• <i>Post-decision (service performance/monitoring)</i></li> </ul>	<b>Prior member engagement/development required</b> <i>(with reference to options in Appendix 1)</i>	<b>Public Participation/Engagement approach</b> <i>(with reference to toolkit in Appendix 2)</i>	<ul style="list-style-type: none"> <li>• This Cttee</li> <li>• Another Cttee (eg S&amp;R)</li> <li>• Full Council</li> <li>• Officer</li> </ul>
Budget monitoring and outturn - Month 9.	Monitoring item	Ryan Keyworth	Decision			This committee
Active Travel N/bourhoods – Nether Edge	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith / Matt Reynolds				
Active Travel N/bourhoods – Crookes/Walkley.	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith / Matt Reynolds				
Standing items	<ul style="list-style-type: none"> <li>• <i>Public Questions/ Petitions</i></li> <li>• <i>Work Programme</i></li> <li>• <i>[any other committee-specific standing items eg finance or service monitoring]</i></li> </ul>					

Items which the committee have agreed to add to an agenda, but for which no date is yet set.

Topic	Description	Lead Officer/s	<b>Type of item</b> <ul style="list-style-type: none"> <li>• <i>Decision</i></li> <li>• <i>Referral to decision-maker</i></li> <li>• <i>Pre-decision (policy development)</i></li> <li>• <i>Post-decision (service performance/ monitoring)</i></li> </ul>	<i>(re: decisions)</i> <b>Prior member engagement/ development required</b> <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> <b>Public Participation/ Engagement approach</b> <i>(with reference to toolkit in Appendix 2)</i>	<b>Final decision-maker (&amp; date)</b> <ul style="list-style-type: none"> <li>• This Cttee</li> <li>• Another Cttee (eg S&amp;R)</li> <li>• Full Council</li> <li>• Officer</li> </ul>
<b>UDV Phase 2 Flood Defence Project</b>	On SYMCA Priority Flood Programme, Submission of CBC to Environment Agency for Flood Risk grant.	Tom Finnegan-Smith/Matt Reynolds	Decision		Needs consultation early 2023	
Monitoring of the 10 Point Plan	Referral from CCED Transitional Committee: The Committee should monitor the One Year Plan commitment to “Set out our Pathway to Net Zero and take immediate steps to reduce carbon emissions in Sheffield” including setting out the 10-point plan tackle the climate emergency in Sheffield and work with people, partners and businesses to develop and deliver the actions needed to deliver the 10-point plan.	Tom Finnegan-Smith / Mark Whitworth	Post decision and Policy development	Facilitated policy development workshops	TBC	TBC

Sheaf & Porter Flood Defence Project OBC (Summer 2023)	On SYMCA Priority Flood Programme. Potentially contentious options of parkland flood storage including Endcliffe park and Beauchief Golf Course, consultation in advance of OBC will be required. To be scoped Summer 2022, likely to need to brief committee late 2022?	Tom Finnegan-Smith / James Mead	Pre-decision policy development	Facilitated policy development workshops	TBC	Strategy and Resources
Blackburn Brook, Ecclesfield/Whitley Brook Flood improvement works OBC (Spring 2023)	On SYMCA Priority Flood Programme. OBC for works around flood risk areas in Ecclesfield, Whitley Land, Ecclesfield Park. Collaboration with Parks over improvements to park, potential habitat and amenity benefits. Highway works to culverts. Partnership funding: Flood Risk Grant, SCC, Environment, Highway benefits. Strategic Mandate likely to be required	Tom Finnegan-Smith / James Mead	Pre-decision	Facilitated policy development workshops	TBC	Strategy and Resources
UDV Phase 1, Loxley, "adoption" of Flood Defences (Early 2023)	On completion of Loxley scheme we will inherit a number of flood walls in the public highway, these will need to be integrated into Amey's contracts	Tom Finnegan-Smith / James Mead	Referral to decision maker	TBC	TBC	Strategy and Resources

Connecting Sheffield South West Bus Corridors	Acceptance of funding to develop the Full Business Case (FBC) Next step is Member & this Committee briefings during Nov, to lead into TRO ad.	Tom Finnegan-Smith / Matt Reynolds	TBC	Briefings November/December	N/A further public engagement will form part of the FBC development stage	Strategy and Resources
Kelham Neepsend Submission of FBC to SYMCA	Next step for this Committee is briefing, to lead into TRO ad.	Tom Finnegan-Smith / Matt Reynolds	Decision	Briefings	TBC	TBC
Sheaf Valley Cycle Route	Presenting the final scheme proposals, Final scheme proposals are to follow on from TRO ad.	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Effective Enforcement of Moving Traffic Offences	TMA Part 6 – drawing down powers to undertake enforcement of moving traffic offences at road safety and congestion hotspots. Timescale - 2023	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Sheffield Road Safety Action Plan	New action plan in response to the refreshed SY Safer Roads Strategy. Timetable 2023	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Future of Supertram	Report on the major maintenance and renewal programme required, the end of the current concession, pressures arising from Covid and future vision for Tram	Tom Finnegan-Smith / Matt Reynolds	TBC	Briefings to be done Autumn 2022	TBC	TBC
Play streets review	Review of the trial of play streets and	Tom Finnegan-	TBC	TBC	TBC	



	recommendation on future application	Smith / Peter Vickers				
Darnall Mini Holland	Project status update and programme development	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Housing Growth: key investment and policy decisions - TBD	A range of Housing Growth related reports will be developed. It is to be determined whether these will be considered by the Housing Thematic Committee	Kerry Bollington	TBC	TBC	TBC	TBC
Bidding, acceptance and spending approval of external funds	During the year the Directorate will seek out or be approached to bid for regeneration funding often with short timescales for submission. We will need clarity from the committee how we will manage this, within timescales that do not align with Committees.	Tammy Whitaker / Tom Finnegan-Smith	TBC	TBC	TBC	Need to determine with the committee. - delegated authority to submit funding within agreed policy / strategic framework (where matching funding outside of the portfolios budget is not required) - priority areas to pursue for funding - Agree a process to ensure timely decisions can be made where needed between committee

						meetings where funding timescales dictate
Car Free Developments Parking Policy	Policy to complement the Planning Authority	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	TBC	This Committee
Barkers Pool Building	Decision on future of site	Tammy Whitaker	Referral to decision Maker	Written briefing	TBC	Strategy and resources Committee
City Centre Strategic Vision- Priority Framework Areas and masterplans	To approve draft masterplans and delivery strategies for Priority Framework areas and Catalyst sites  Will form part of the Local Plan consultation.	Tammy Whitaker/ Michael Johnson	Decision	Committee Briefing	TBC – possible wider stakeholder group engagement rather than full public consultation post committee ratification of draft and approach	This committee
Mitigate overspends and Income Generation	Develop and implement plans to mitigate overspends and deliver stalled saving plans to bring forecast outturn back in line with budget, and discuss opportunities for income generation.					

## **Appendix 2 – Menu of options for member engagement, learning and development prior to formal Committee consideration**

Members should give early consideration to the degree of pre-work needed before an item appears on a formal agenda.

All agenda items will anyway be supported by the following:

- Discussion well in advance as part of the work programme item at Pre-agenda meetings. These take place in advance of each formal meeting, before the agenda is published and they consider the full work programme, not just the immediate forthcoming meeting. They include the Chair, Vice Chair and all Group Spokespersons from the committee, with officers
- Discussion and, where required, briefing by officers at pre-committee meetings in advance of each formal meeting, after the agenda is published. These include the Chair, Vice Chair and all Group Spokespersons from the committee, with officers.
- Work Programming items on each formal agenda, as part of an annual and ongoing work programming exercise
- Full officer report on a public agenda, with time for a public discussion in committee
- Officer meetings with Chair & VC as representatives of the committee, to consider addition to the draft work programme, and later to inform the overall development of the issue and report, for the committee's consideration.

The following are examples of some of the optional ways in which the committee may wish to ensure that they are sufficiently engaged and informed prior to taking a public decision on a matter. In all cases the presumption is that these will take place in private, however some meetings could happen in public or eg be reported to the public committee at a later date.

These options are presented in approximately ascending order of the amount of resources needed to deliver them. Members must prioritise carefully, in consultation with officers, which items require what degree of involvement and information in advance of committee meetings, in order that this can be delivered within the officer capacity available.

The majority of items cannot be subject to the more involved options on this list, for reasons of officer capacity.

- Written briefing for the committee or all members (email)
- All-member newsletter (email)
- Requests for information from specific outside bodies etc.
- All-committee briefings (private or, in exceptional cases, in-committee)
- All-member briefing (virtual meeting)
- Facilitated policy development workshop (potential to invite external experts / public, see appendix 2)
- Site visits (including to services of the council)
- Task and Finish group (one at a time, one per cttee)

Furthermore, a range of public participation and engagement options are available to inform Councillors, see appendix 3.

## **Appendix 3 – Public engagement and participation toolkit**

### **Public Engagement Toolkit**

On 23 March 2022 Full Council agreed the following:

A toolkit to be developed for each committee to use when considering its 'menu of options' for ensuring the voice of the public has been central to their policy development work. Building on the developing advice from communities and Involve, committees should make sure they have a clear purpose for engagement; actively support diverse communities to engage; match methods to the audience and use a range of methods; build on what's worked and existing intelligence (SCC and elsewhere); and be very clear to participants on the impact that engagement will have.

The list below builds on the experiences of Scrutiny Committees and latterly the Transitional Committees and will continue to develop. The toolkit includes (but is not be limited to):

- a. Public calls for evidence
- b. Issue-focused workshops with attendees from multiple backgrounds (sometimes known as 'hackathons') led by committees
- c. Creative use of online engagement channels
- d. Working with VCF networks (eg including the Sheffield Equality Partnership) to seek views of communities
- e. Co-design events on specific challenges or to support policy development
- f. Citizens assembly style activities
- g. Stakeholder reference groups (standing or one-off)
- h. Committee / small group visits to services
- i. Formal and informal discussion groups
- j. Facilitated communities of interest around each committee (eg a mailing list of self-identified stakeholders and interested parties with regular information about forthcoming decisions and requests for contributions or volunteers for temporary co-option)
- k. Facility for medium-term or issue-by-issue co-option from outside the Council onto Committees or Task and Finish Groups. Co-optees of this sort at Policy Committees would be non-voting.

This public engagement toolkit is intended to be a quick 'how-to' guide for Members and officers to use when undertaking participatory activity through committees.

It will provide an overview of the options available, including the above list, and cover:

- How to focus on purpose and who we are trying to reach
- When to use and when not to use different methods
- How to plan well and be clear to citizens what impact their voice will have
- How to manage costs, timescales, scale.

**There is an expectation that Members and Officers will be giving strong consideration to the public participation and engagement options for each item on a committee's work programme, with reference to the above list a-k.**

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## Report to Policy Committee

**Author/Lead Officer of Report:** Kathryn Warrington, Sustainability Programme Officer

**Tel:** 07775715649

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

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

**Date of Decision:** 24<sup>th</sup> November 2022

**Subject:** **Local renewable energy fund**

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given?	1274			
Has appropriate consultation 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"/>

### Purpose of Report:

Following the approval of a capital budget amendment of £3.5m for the installation of renewable energy and energy efficiency works on Council buildings, this paper seeks approval of the proposed scope of the programme, to include £33k match funding contributions towards two Heat Network Delivery Unit grant applications, the use of funds as development costs to pilot a community energy project and to approve the process for business case approval of individual programme elements.

**Recommendations:**

That the Transport, Regeneration and Climate Policy Committee:

- i) Approve the proposed programme scope.
- ii) Approve the allocation of £33k as match funding contributions to two Heat Network Delivery Unit grant funding applications.
- iii) Approve the use of this funding allocation for any development costs required for the pilot of a community energy project on a Council owned building.
- iv) Approve the principle that individual schemes within the programme scope can be submitted directly for financial approval within the capital approval process.

**Background Papers:**

[Council Meeting, 2<sup>nd</sup> March 2022 – Revenue Budget and Capital Programme 2022/23](#)

Lead Officer to complete:-						
1	<table border="1"> <tr> <td rowspan="4">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.</td> <td>Finance: Damien Watkinson and Kerry Darlow</td> </tr> <tr> <td>Legal: David Sellars and Nadine Wynter</td> </tr> <tr> <td>Equalities &amp; Consultation: Ed Sexton</td> </tr> <tr> <td>Climate: Kathryn Warrington</td> </tr> </table>	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: Damien Watkinson and Kerry Darlow	Legal: David Sellars and Nadine Wynter	Equalities & Consultation: Ed Sexton	Climate: Kathryn Warrington
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: Damien Watkinson and Kerry Darlow					
	Legal: David Sellars and Nadine Wynter					
	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	<table border="1"> <tr> <td><b>SLB member who approved submission:</b></td> <td>Kate Martin</td> </tr> </table>	<b>SLB member who approved submission:</b>	Kate Martin			
<b>SLB member who approved submission:</b>	Kate Martin					
3	<table border="1"> <tr> <td><b>Committee Chair consulted:</b></td> <td>Julie Grocutt Mazher Iqbal</td> </tr> </table>	<b>Committee Chair consulted:</b>	Julie Grocutt Mazher Iqbal			
<b>Committee Chair consulted:</b>	Julie Grocutt Mazher Iqbal					
4	<table border="1"> <tr> <td colspan="2">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.</td> </tr> <tr> <td><b>Lead Officer Name:</b> Kathryn Warrington</td> <td><b>Job Title:</b> Sustainability Programme Officer</td> </tr> </table>	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> Kathryn Warrington	<b>Job Title:</b> Sustainability Programme Officer	
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> Kathryn Warrington	<b>Job Title:</b> Sustainability Programme Officer					



**Date:** 14 November 2022

## **1. PROPOSAL**

### **1.1 Background**

In 2019, the Council declared a Climate Emergency and subsequently set a target for city wide emissions to be net zero by 2030. Following the production of the Zero Carbon Mitigation Pathways for reducing both city wide emissions and emissions from the Council's own estate and operations by 2030, the Council adopted its 10 Point Plan for climate action in March 2022. Within which was a commitment to use the Council's land and properties to meet net zero ambitions, including through the identification of opportunities for renewable energy generation on its buildings.

Whilst there is no legal duty currently placed on Local Authorities to set carbon reduction targets, the Climate Change Act sets a legally binding target of reaching net zero by 2050 and it is acknowledged that Local Authorities have the duty and powers to lead their areas in climate mitigation. By declaring a Climate Emergency in 2019 and setting a 2030 net zero target, the Council has set its ambition to achieve net zero ahead of the UK.

At Full Council on 2<sup>nd</sup> March 2022, a budget motion and list of amendments was received, amongst which was the inclusion of £3.5m for local renewable energy on Council buildings, especially community hubs such as schools, libraries, community centres and potentially council owned housing. The funding also sought to;

- Instigate supply chain, low carbon business and skills opportunities in the local economy
- Assess the feasibility of heat storage opportunities for the heat network
- Lever in additional grant funding.

### **1.2 Programme scope**

Discussions have taken place with FM, Property, CDS, Housing, Leisure and Education to develop a scope for the local renewable energy programme, which has been agreed by City Futures and Operational Services PLT. The initial scope, summarised in the below table, takes into consideration that the Accommodation Strategy Review has not yet concluded and therefore there is uncertainty around the Council's future estate. As such, priority will be given to those buildings where there is increased certainty that they will remain in council ownership or delivering public services. This will result in a phased approach to programme delivery until the outcome of the Accommodation Strategy Review is known.

<b>Building type</b>	<b>Additional information</b>
Maintained school	Any measures would be installed to the school at no cost to them and they would benefit from the energy generation free of charge, helping to reduce energy costs.
Libraries	<p>If operated by the Council, the Council would retain all financial benefits of any energy cost reductions.</p> <p>Where leased out to a community group, any heat or power is to be sold via a Power / Heat Purchase Agreement. This will be at a rate lower than current energy prices and therefore the community group benefit from energy cost savings/</p>
Leisure Centres	As above
Commercial let estate	<p>Consideration to be given to sites that have an EPC rating of E, F and G to address Minimum Energy Efficiency Standards compliance.</p> <p>Any renewable energy generated would be sold to the user through a Power / Heat Purchase Agreement.</p>
New housing sites	Where this funding may provide additionality above and beyond Building Regulations, options to include renewable energy systems on new housing developments will be considered, particularly where it will help address fuel poverty concerns.
Existing housing with communal areas	On housing buildings with communal areas, options to include renewable energy systems that will reduce the energy usage and operating costs of the communal areas, thereby reducing service charges to tenants and leaseholders where applicable, will also be considered.
Capital programmes	The funding will be considered for the existing capital programme where new build or refurbishment schemes have not included for renewables due to upfront

	capital constraints. This funding can help provide additionality to those projects.
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It is proposed that any cost savings along with any income from power or heat sold through a Power / Heat Purchase Agreement on the non-school estate, will be ringfenced to cover on-going maintenance costs with any surplus being reinvested in further energy efficiency and renewable energy projects.

Retrofitting renewables on existing council housing using this funding has been excluded from scope as there is not sufficient allocation to ensure a fair programme of work to maximise the benefits to council tenants.

The funding is technology agnostic and will consider a range of building archetypes and technologies, aiming to be innovative in the use of the funding where appropriate.

All projects will be subject to full feasibility and business case development.

**1.3 Community Energy – pilot**

The 10 Point Plan for climate action also set a commitment to increase the amount of community owned energy in the city. The Council is exploring the opportunity to pilot a community owned energy project on a Council owned building. It is proposed that this funding allocation is used to meet any necessary feasibility and due diligence costs to enable a pilot of a community energy project.

**1.4 Heat Network Delivery Unit funding**

One of the objectives of this funding was to lever in additional grant funding. The Heat Network Delivery Unit (HNDU) was established in 2013 to support local authorities in developing heat networks by providing funding to help identify opportunities for heat networks, feasibility, and detailed project development.

An application to the 12<sup>th</sup> round of HNDU funding has been submitted for a techno-economic feasibility study looking at the densification and expansion of the Blackburn Meadows biomass CHP heat network, which will also look at the opportunities for harnessing waste heat sources.

The grant applied for totals £100k, with a match funding requirement of £16.5k, which is recommended to be met from this funding allocation.

A further HNDU application is currently being developed for techno-economic feasibility funding to assess the feasibility of extending the Veolia heat network, assessing opportunities for the inclusion of local

waste heat sources and heat storage opportunities. This bid will be submitted to the next HNDU submission deadline in December 2022. Again, the study costs being applied for are £100k, with a match funding requirement of £16.5k, which is recommended to be met from this funding allocation.

## 1.5 **Decision making**

The proposed scope of the programme cuts across all Council portfolios and several Policy Committees. It is therefore recommended that following agreement of the programme scope, site specific business cases and requests to draw down funding are submitted directly to Strategy and Resource Committee or the Finance Sub-Committee as part of the capital approvals process, enabling timelier project delivery than seeking approval from two or more Policy Committees.

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

- 2.1 The Council declared a Climate Emergency in 2019 and subsequently set a target for the council and city to have net zero emissions by 2030. The Council's One Year Plan (2021/22) committed the Council to develop a 10 Point Plan for climate action, which was adopted in March 2022, reiterating its net zero by 2030 commitment. The 10 Point Plan included an action for decarbonising its own estate and operations, using its land and property for renewable energy generation opportunities.

The allocation of £3.5m capital made through the budget amendment at Full Council in March, supported the Council's commitment to decarbonisation and set out its leadership role in meeting climate mitigation targets.

More recently, the Council has adopted its Corporate Delivery Plan for 2022/23, within which the agreement of the scope of this programme and commencement of its delivery has been set as a key milestone in delivering on the Council's decarbonisation target, therefore the proposal set out in this Committee Report meets this Delivery Plan objective.

The installation of renewable energy and associated energy efficiency works on Council buildings, will deliver on the Council's decarbonisation targets and help reduce energy costs.

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

- 3.1 Consultation with key Council stakeholders has taken place, including with Property, FM, Housing, Leisure, Education, Operational Services, City Futures, Finance and Legal.

Once specific buildings have been identified, the use of the building will determine the need and level of any public and employee consultation and involvement.

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

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

4.1.1 An initial Equalities Impact Assessment has been carried out, which confirms there are likely to be impacts on people who share different protected characteristics. A full EIA will be carried out following decision and once projects are identified. Individual EIAs will follow if needed.

4.1.2 Many of the impacts on communities and people with protected characteristics will be better known at project specific level. The full EIAs will aim to identify ways to mitigate any disproportionate impacts on geographical communities or communities of interest.

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

4.2.1 The funding was approved at Full Council in March 2022 and will be met by the Community Infrastructure Levy. Utilising CDS, feasibility and full business cases will be undertaken to ascertain the financial and technological viability of projects before they are committed to. Procurement of any goods and services will be in line with Financial Regulations.

There is no revenue budget identified for any abortive feasibility works.

There will be some administrative implications to establishing any schemes where power may be sold via a Power Purchase Agreement.

Consideration will need to be given to the ringfencing of any income and cost savings for future maintenance costs and further energy efficiency projects.

##### **4.3 Legal Implications**

4.3.1 As set out in the main body of the report, the Climate Change Act 2008 has set nationally legally binding targets for the reduction of greenhouse gases and within their remit, Local Authorities can help drive many of these reductions.

Each particular property will have its own set of legal implications depending on but not limited to its use, structural design and tenure. Specific property legal implications that cover all sites and circumstances will be considered as and when each project is brought through.

The drafting of terms and conditions for an appropriate Power / Heat Power Agreement will be required for each particular property as indicated in the table at paragraph 1.2 above.

#### 4.4 Climate Implications

4.4.1 An initial Climate Impact Assessment has been undertaken, with full assessments to be undertaken once specific projects are known. The overall programme will contribute to the Council's net zero by 2030 target and once feasibility and business cases are complete, estimated carbon and cost savings will be known.

#### 4.5 Other Implications

4.5.1 The Accommodation Strategy Review is currently underway and until that has completed, a full programme of works cannot be identified as the Council's future estate is not yet known. Long term investment in renewables will not be considered for any sites that the Council may be disposing of in the near future.

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

#### 5.1 **Scope**

Section 1.2 details options that have been excluded from the scope and the rationale for that. Other options include;

- Do nothing – this option has been rejected on the grounds that the Council would not be progressing towards its net zero by 2030 target nor demonstrating city leadership in climate mitigation.
- Invest in non-Council buildings – once relevant Council buildings have been assessed for energy efficiency and renewable energy opportunities, options to look at financing measures on non-Council buildings will be explored.

#### 5.2 **Decision making**

The alternative decision making option would be for each Policy Committee where a project is taking place to agree the business case of the project and then approval to draw down funding is sought from Strategy and Resources Budget, which due to timescales of reporting cycles, would be a lengthier process.

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

6.1 The proposed scope will ensure maximised cost and carbon savings for the Council, demonstrating its leadership in climate mitigation.

6.2 The recommendation to not fully finance the heat network feasibility from this funding but to use some of it as match funding to draw down

grant funding will enable more of the local renewable energy fund to be spent on capital delivery.

- 6.3 The recommendation to use some of this allocation to fund any required development costs to pilot a community energy scheme is due to a commitment in the 10 Point Plan, which sought to increase the amount of community owned energy in the city.
- 6.4 The decision making recommendation will enable the timely delivery of the local renewable energy programme.





## Report to Policy Committee

**Author/Lead Officer of Report:** *(Lisa Blakemore, Senior Transport Planner)*

**Tel:** 07785384192

**Report of:** *Executive director of City Futures*

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

**Date of Decision:** *24<sup>th</sup> November 2022*

**Subject:** *Report objections to the Speed Limit Order for Beighton 20mph*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(488)</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:-				
<i>“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).”</i>				

### Purpose of Report:

To report details of the consultation response to proposals to introduce a 20mph speed limit in Beighton, report the receipt of objections to the proposed Speed Limit Order and set out the Council’s response.

**Recommendations:**

Approve that the Beighton 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. 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.

**Background Papers:**

**Appendix A:** consultation letter

**Appendix B:** Proposed scheme boundary

**Appendix C (at the bottom of the report):** Objections to the SLO

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: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Anmarie Johnson</i>
		Climate: Jessica Rick
	<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>Mazher Iqbal and Julie Grocutt</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>Lisa Blakemore</i>	<b>Job Title:</b> <i>Senior Transport Planner</i>
<b>Date:</b> 15/09/2022		

## 1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8<sup>th</sup> March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 31 "sign only" 20mph areas have been completed as well as 12 child safety zones.
- 1.2 The Strategy was updated on 8<sup>th</sup> January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.
- 1.4 This report details the consultation response to the proposal to introduce a 20mph speed limit in Beighton, report the receipt of objections and sets out the Council's response.
- 1.5 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.
- 1.6 The programme for the 22/23 financial year is listed below with its current status.
  - **Handsworth:** Approved at September Committee, issued for construction.
  - **Manor:** Approved at September Committee, issued for construction.
  - **Burncross:** Consultation just finished; objections received so report will be submitted to Committee in November.
  - **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.

- **Deerlands:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation starts December
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

## 2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:
- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
  - The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling)

- as standard)
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

### 3. HAS THERE BEEN ANY CONSULTATION?

3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.

3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date are normally added to the collation of responses and duly considered.

### 3.3 CONSULTATION REPONSES

There have been 80 responses to the consultation, 12 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

An acknowledgement email has been sent to all consultation responses received for this scheme.

Many responses have said that the scheme is unnecessary and some queried why other options were not put forward for consultation.

Paragraph 2.1 above sets out the reason for reducing the speed limit in this area and the Council's commitment to introducing such schemes.

3.31 One respondent queried whether the scheme will have any effect. The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The success of the 20mph Speed Limit Strategy hinges on the willingness of the Sheffield public to alter their own behaviour when driving in these areas. There will be some, a minority, who pay little heed to the current limit, never mind a new one. Such behaviour remains a

matter for the police. But it is hoped that the majority will be supportive, take responsibility for their own actions, and help redefine what is and isn't an acceptable way to drive in residential areas. It will undoubtedly take time for people to alter long established habits, but even a marginal reduction in average speeds will, over time, contribute to the creation of safer streets.

- 3.3.2 2 respondents were concerned about the signing clutters and the aesthetics of the scheme. The main signing will be at the boundary to the 20mph scheme, at road junctions. The remaining signing will be small "repeater" signs that are usually on lighting columns to prevent the Council from having to install any new posts and therefore reducing unnecessary clutter. The signs are also installed back-to-back on these columns to reduce the number of individual signs. Keeping signing to a minimum is always a consideration but the signing regulations for these types of schemes must also be followed.
- 3.3.3 One resident asked whether the incorrect plan had been sent as it didn't show any signing/ detail on it. The plan was intended to only show the scheme boundary so that residents had an opportunity to comment on the area it would be in effect. The Council does not ordinarily consult on individual sign locations.
- 3.3.4 One resident asked why no other road safety measures were proposed/ consulted on. The reason that the Council is proposing this 20mph scheme is explained in paragraph 2.1 above.
- 3.3.5 One respondent asked about how the scheme would be enforced. Speed limits are enforced by the Police and they understandably target the vast majority of their enforcement efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph limit areas will therefore not be subject to routine pre-planned enforcement. The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.
- 3.3.6 One resident asked whether this scheme was a money-making exercise. The Council does not receive any revenue from speed limit fines.
- 3.37 One respondent says that they are not aware of any accidents in Beighton. These schemes are prioritised based on accident data in relation to the size of the area and Beighton scores highly on this criteria. It is therefore proposed for implementation this year.

#### 3.4 OTHER CONSULTEES

South Yorkshire Police have stated "...Looking at the areas concerned we don't have too many concerns. If it becomes apparent that the limits are

not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance.”

No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

Sustrans and Cycle Sheffield support the proposals.

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

### **4.1 Equality Implications**

4.1.1 Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

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

4.2.1 The Outline Business case for the Beighton 20mph scheme was approved by the Transport Board in July 2022.

The scheme will be funded by the LTP

The total capital cost of this scheme is £145,587 and is as follows:  
£13,306 transport fees (including TRO costs, consultation costs, surveys)  
£21,500 Amey design fees  
Estimated constriction cost £100,000  
HMD fees £10,000  
Procurement strategy cost £750

The estimated commuted sum cost for the scheme’s future maintenance (revenue implication) is £30,000

### **4.3 Legal Implications**

4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans

4.3.2 The Department for Transport guidance ‘Setting Local Speed Limits’

encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

#### 4.4 Climate Implications

##### 4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county

The potential for reduced emissions will contribute to the overall resilience to climate change.

#### 4.4 Other Implications

##### 4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

## 5. **ALTERNATIVE OPTIONS CONSIDERED**



- 5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Beighton. 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.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 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.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Beighton be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

## APPENDIX C

### Objections

My husband and I wish to object as we think the current 30mph speed limit is sufficient

To whom it may concern,  
I hereby lodge my opposition to the proposed 20mph areas in Beighton village. Whilst I support the notion of increasing road safety in the village and reducing traffic volume and average speeds, I do not see that this would be an effective strategy.

Speed limits that are unenforced will continue to be ignored by an impatient and reckless minority. The widespread parking congestion on roads in Beighton already has a natural restricting effect on average speeds, but many of the main, more open routes could benefit from better planned traffic calming measures to bring vehicle speeds within existing limits. In my view this proposal does nothing to address the issue of speeding in excess of the present limits on the main roads in the area; Woodhouse Lane, High Street, West Street, Drake House Lane, Eckington Road, and it would likely result in increased usage of the roads (and possibly speeds) outside of the 20mph areas.

The additional signage causes visual clutter with the changes in limits between certain roads, with potential for driver confusion and distraction resulting in reduced awareness of the road ahead. For instance there is already more than enough "going on" at the junction of Allen Road and Orchard Lane with West Street and Sothall Green, without the complication of a double speed transition and another half dozen signs!

Lastly, I should also like to point out that it appears the uploaded "Map 1" for Beighton area doesn't actually detail any signage or changes in the outlined zone, so I believe there may have been some mistake in publishing / circulating this.

In conclusion, I feel public funds could be better deployed than this, and that the current proposition falls short of serving much meaningful or logical purpose.

You sent me a letter re the proposed Beighton 20mph zone yet I cannot find a link through which to Object. You make the point that no speed bumps will be installed and reliance will be on signage. How do you intend to enforce a 20mph zone when the village is a permanent race track and particularly afternoons although evenings after 10.30 is when the real sport begins. Tuning cars and racing them around the village is the sport of choice... If you do not intend to enforce, then why spend any money at all. I object on the grounds that this excursive is a futile expenditure ... The Drakehouse Lane spur from the Eckington way roundabout will remain a 30 limit yet that too is wilfully ignored. Wasteful wishful thinking...

We are registering our OBJECTION to introduction of a 20 mph zone in Beighton, Sheffield. Our reasons are:

There has been no formal consultation on a range of options for increasing safety - this is the only approach on the table and, reading the letter we were sent, your mind is made up- we have no confidence this email will be considered.

There is no road safety issue in Beighton- we have heard of no incidents of accidents in the village.

We have seen NO-ONE cycling in Beighton - why cater for cyclists then?

Anyone we have seen walking in a way in which they could be involved in an accident are young people who are looking at their phone rather than the path ahead - the whole population should not be made to adhere to unnecessary rules because of this - why cater for the stupid?

It would be difficult to reach speeds above 20mph in most of Beighton, due to narrow roads, parked cars and speed bumps. Those people who speed through the village and in inappropriate situations will continue to do so anyway.

The environment will suffer - it is very difficult to remain below 20mph on larger roads and requires use of low gears and braking, which means more labouring of the engine and therefore more exhaust fumes, which will linger in the air for longer.

20mph signs everywhere will be an eyesore and ruin the aesthetic of the area.

This is simply an unnecessary waste of council tax and national funding.

How will this be policed? The police are so stretched they cannot deal with proper crime, let alone unnecessary rules.

Is this just a money raising exercise?

If proper evidence of the NEED for action in Beighton is provided we will read and consider it. At this point, we see no reason to take this action and strongly object to the introduction of 20mph in Beighton.

I disagree with the proposed 20mph limit in beighton.

I suspect this is unlikely to have a significant positive effect and therefore a waste of resources. Those who speed in a 30mph zone will still speed in 20mph zone. I acknowledge the resources are limited but feel they would be better spent elsewhere

I am writing to object to your recent proposal to change the speed limit in Beighton from 30mph to 20mph early next year. Although I am a strong advocate to restricting excessive speeding in the local area, I do believe there are better methods to help enforce this than reducing the speed limit down to 20mph. The current ongoing issue is with several motorists speeding in excess of 40-50mph, which is already higher to the current 30mph limit. I fail to see how you propose to enforce the proposed 20mph limit when the current 30mph limit isn't enforced to much affect already. You could reduce the speed limit down further to 10mph or even 5mph but this would be completely pointless and continued to be ignored by the current offenders without affective enforcement.

Personally, I believe the current 30mph is perfectly sufficient for the area and as a local resident who regularly walks throughout the Beighton area I believe there is no need to reduce this further.

I fully understand local authority budgets are tight so I would advise you redirecting your budget for this proposed 20mph scheme to the local police authorities instead. I believe if this could fund more frequent patrols of the local area this would not only help enforce the current 30mph limit it would also help prevent the increased crime rate too.

Thank you for taking the time to note my objection to this proposed scheme and I look forward to you re-assessing your approach to resolving excessive speeding in Beighton and the surrounding area.

I am writing to object to the proposals for 20 mph speed limits to the whole of the Beighton

village areas. Whilst I understand the need for speed controls outside of local schools the proposals as they stand are totally out of proportion to the problems caused by speeding traffic in the village. The idea that those who speed will reduce their speed because of a sign lacks a complete understanding of the mindset of the individuals. Unless you are proposing to have constant Police presence or speed cameras to back up the signs they are totally valueless. As your letter states this is really a cost cut exercise by a Council that has completely mismanaged its finances over the last 40 years and constantly uses a reduction in central government support as an excuse and is devoid of real solutions.

First may I say In Clear and Unadulterated English " What an absurd waste of TIME, MONEY , and MATERIALS!!"

How many trees died, and Chemical processes undertaken to reproduce the absolutely awful waste that crossed my threshold??

You obviously DO NOT live in these areas that this is being Ludicrously proposed?, because if you did you would see that :

1. The speed limit in these areas is **never** within legal requirements.
2. The drivers of said vehicles ( Gasoline, Diesel or EV's), are either on the phone, paying no attention whatsoever and again SPEEDING.
3. Where is the funding coming from to Police these speed restrictions??  
Probably the same pot that gave Ms Joesphs ("Chief Executive" of Sheffield Council's Salary of 190K salary for attending Parties with Pfeffel Johnson, along with her three months holiday .

I assume that this email with go unanswered and not regarded in relation to this waste of TIME, MONEY & MATERIALS?

Where I live on Drakehouse Lane S20, there are speed bumps at the Bottom on to West street, and up along Sothall Green - That MAKE NO DIFFERENCE TO DRIVERS SPEED. It is only a matter of time before there is a fatality as drivers coming off Eckington way to Drakehouse lane hit unfathomably high speeds (To which this new signage will make NO DIFFERENCE).

I beg you to come and observe in this area and see for yourself-I doubt that

Yours dissolutioned

I object on the basis that this is a blanket solution that doesn't tackle the issues  
20mph by schools - good idea and support  
Most of the roads covered by the zone, have a significant amount of street parking and speed is naturally restricted  
The proposal doesn't reduce the 40mph zone on Eckington Road between the junction with West Street and Orchard Lane, you have school children walking to Westfield, a blind junction on a summit (Copper Beech Close) and no pedestrian crossing points between these points, yet the pavement forces a crossing

Objections are time to move around the city will increase and costs on taxi fares.  
The speed limit won't stop the boy racers nor electric bikes and scooter Which are silent and travel at more than 20mph unchecked.  
Driving while intoxicated by drugs - 20 mph won't stop this.  
If we have to have 20 mph then remove speed bumps, as they just damage cars increase noise levels and damage goods being delivered.  
At last Sheffield council has agreed it is not a car friendly City.

So iam not in favour of this left wing nonsense.

The 3 points you make for lower speed limits....

If you ban-cars all together then no accidents.

Some collisions will be avoided altogether so if we don't drive no collisions.

People feel safe walking cycling.

Cyclists are more dangerous than cars you don't hear them no bells on bikes just fly past you on the foot way. Foot way that's right for feet not cyclists flash past and giving pedestrians verbal.

Well done for this stupid idea.

There are already many traffic calming devices in beighton ranging from sleeping policemen which are a nightmare for Ambulances I know this from personal experience to road narrowing, sleeping policemen strategically put particularly on corners so as to direct vehicles into the centre of roads so facing each other , road narrowing particularly at bus stops so that when stopped the bus blocks both ways of traffic ( I have almost been run over twice on the footpath walking out of my home once by a Taxi driver frustrated by this traffic calming method .

By reducing the allowable speed will frustrate drivers still further and we surely will find drivers taking risks by even further bottlenecks created

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Head of Service: Tom Finnegan-Smith  
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail : [20mphAreas@sheffield.gov.uk](mailto:20mphAreas@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk/20mph](http://www.sheffield.gov.uk/20mph)

Date: 4<sup>th</sup> August 2022

### **Proposed 20mph Speed limit Area**

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Beighton. The attached plans show where the proposed 20mph speed limit will be.

### **Why are we doing this and what will it look like?**

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

In the past, we have built road humps in 20mph areas to keep speeds low. Whilst those schemes have been very successful, they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

Therefore, new 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

### **What happens next?**

We plan to introduce the new speed limit in February 2023, but this will depend on the response we receive to this letter.

If you would like to register your support for the proposal or object, please write to us by e-mail or letter, details below.

**Email: [20mphAreas@sheffield.gov.uk](mailto:20mphAreas@sheffield.gov.uk)**

### **Or write to:**

Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,  
S1 2SH

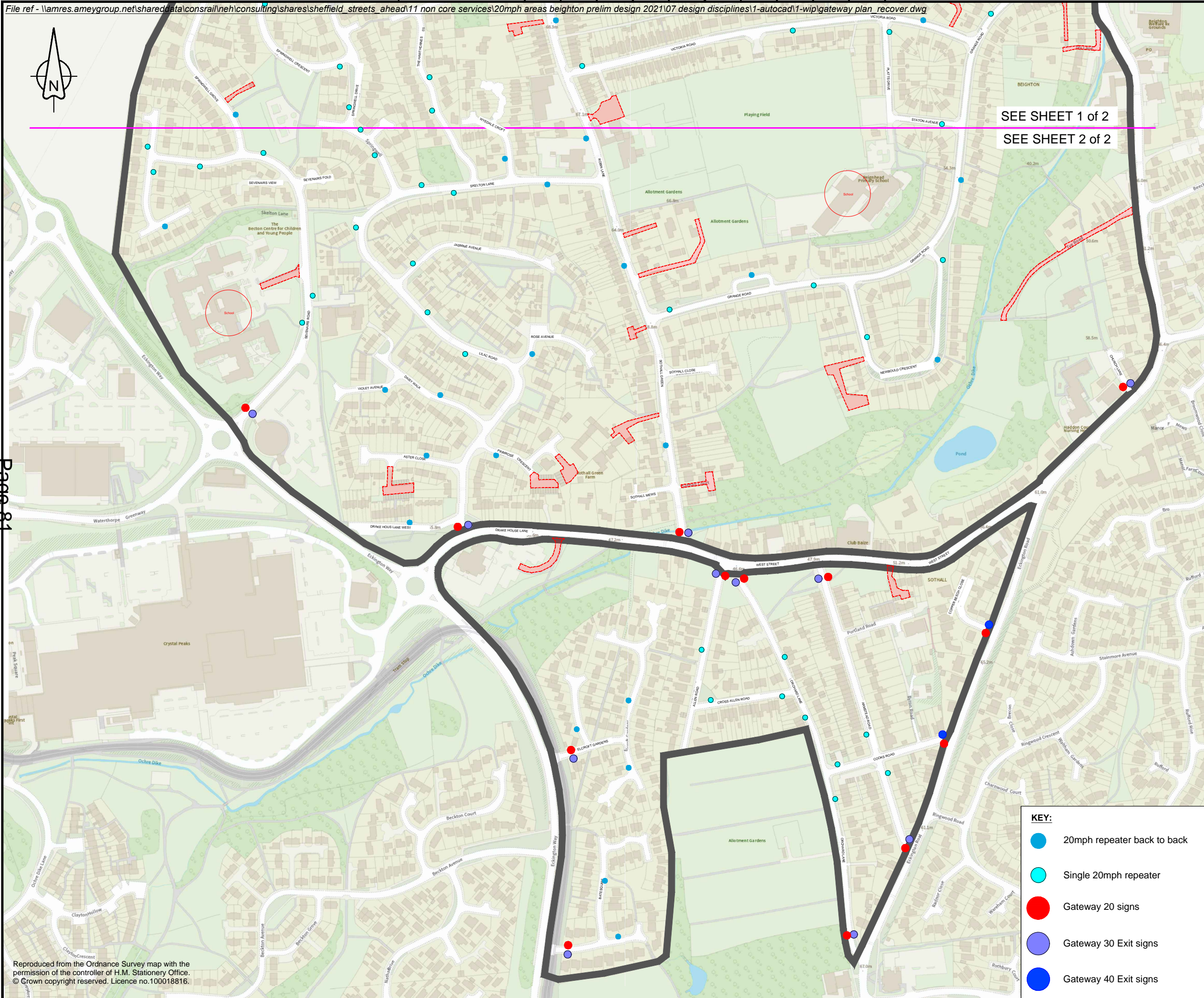
**Formal objections must be received by 1<sup>st</sup> September 2022**

Kind regards

Strategic Transport, Sustainability, and Infrastructure

This document can be supplied in alternative formats, please contact 0114 273 5907












SEE SHEET 1 of 2

SEE SHEET 2 of 2

**KEY**

-  Extent of proposed 20mph speed limit
-  Private Property (To be excluded from works)
-  Existing School (Reignhead Primary & Becton children's centre)

**Proposed signs**

-  20mph 600mm roundel = 13 x required
-  30mph 600mm roundel = 11 x required
-  40mph 600mm roundel = 2 x required
-  20mph 300mm roundel = 67 x required

P01	PRIVATE LAND AMENDED	LE	FH	19/07/22
Rev	Revision details	Chkd	Appd	Date

Drawn: LG	Preliminary	<input checked="" type="checkbox"/>
Design: LG	For comment	<input type="checkbox"/>
Chkd: SMW	For tender	<input type="checkbox"/>
Appd: FH	For construction	<input type="checkbox"/>
Date: 16.06.22	As constructed	<input type="checkbox"/>
	Other	<input type="checkbox"/>

Client




www.amey.co.uk

Project Name  
**Sheffield 20mph Speed Limit Strategy**

Drawing Title  
**Extent of proposed Beighton 20mph speed limit. Sheet 2 of 2**

Original Drg Size : A3	Dimensions : -
Scale : NTS	Copyright © Amey

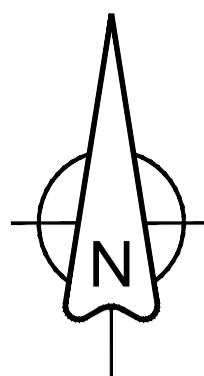
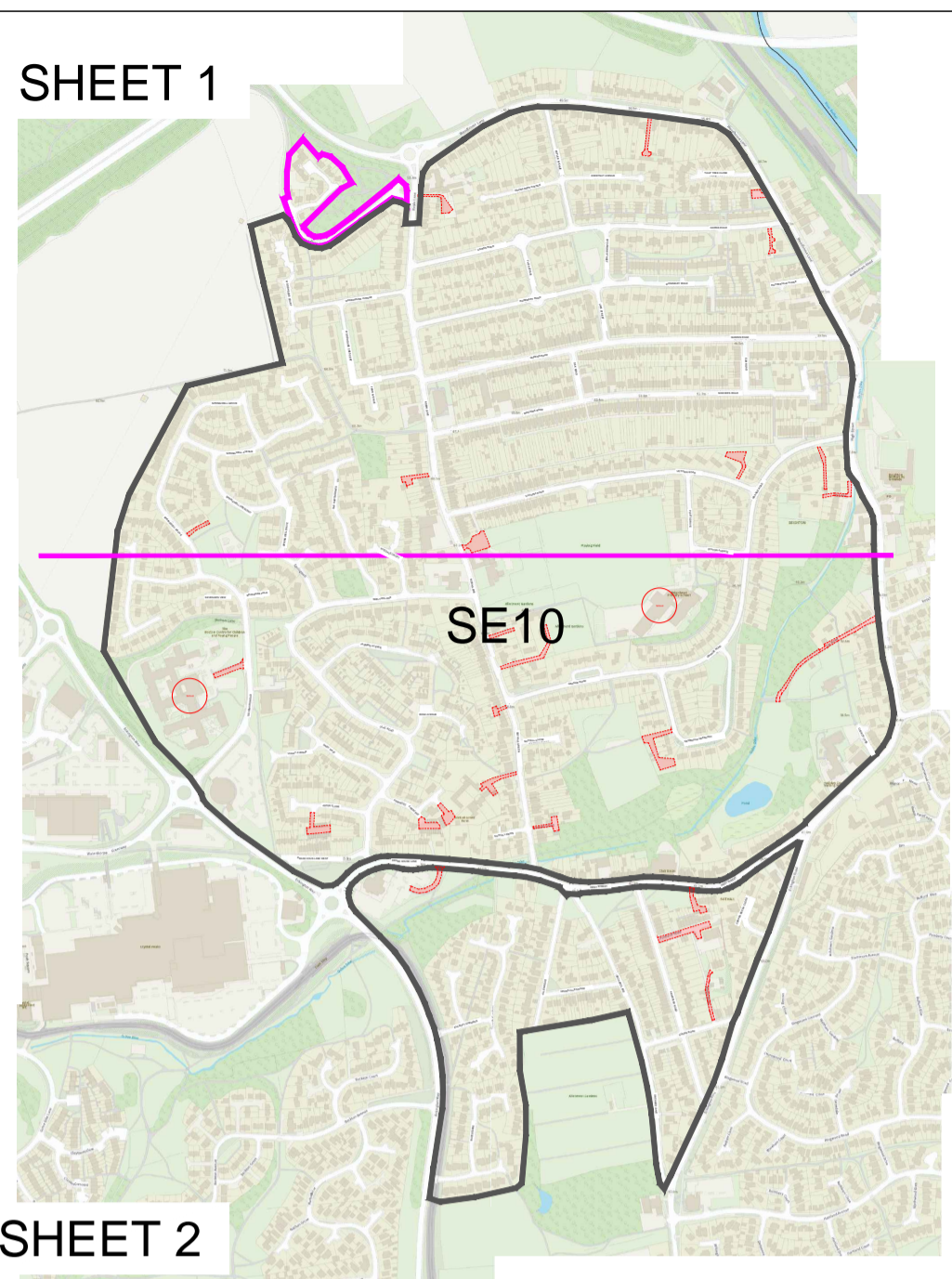
Drawing No	Rev
TR 208013 113 GTW 002	P01

**KEY:**

-  20mph repeater back to back
-  Single 20mph repeater
-  Gateway 20 signs
-  Gateway 30 Exit signs
-  Gateway 40 Exit signs

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SHEET 1

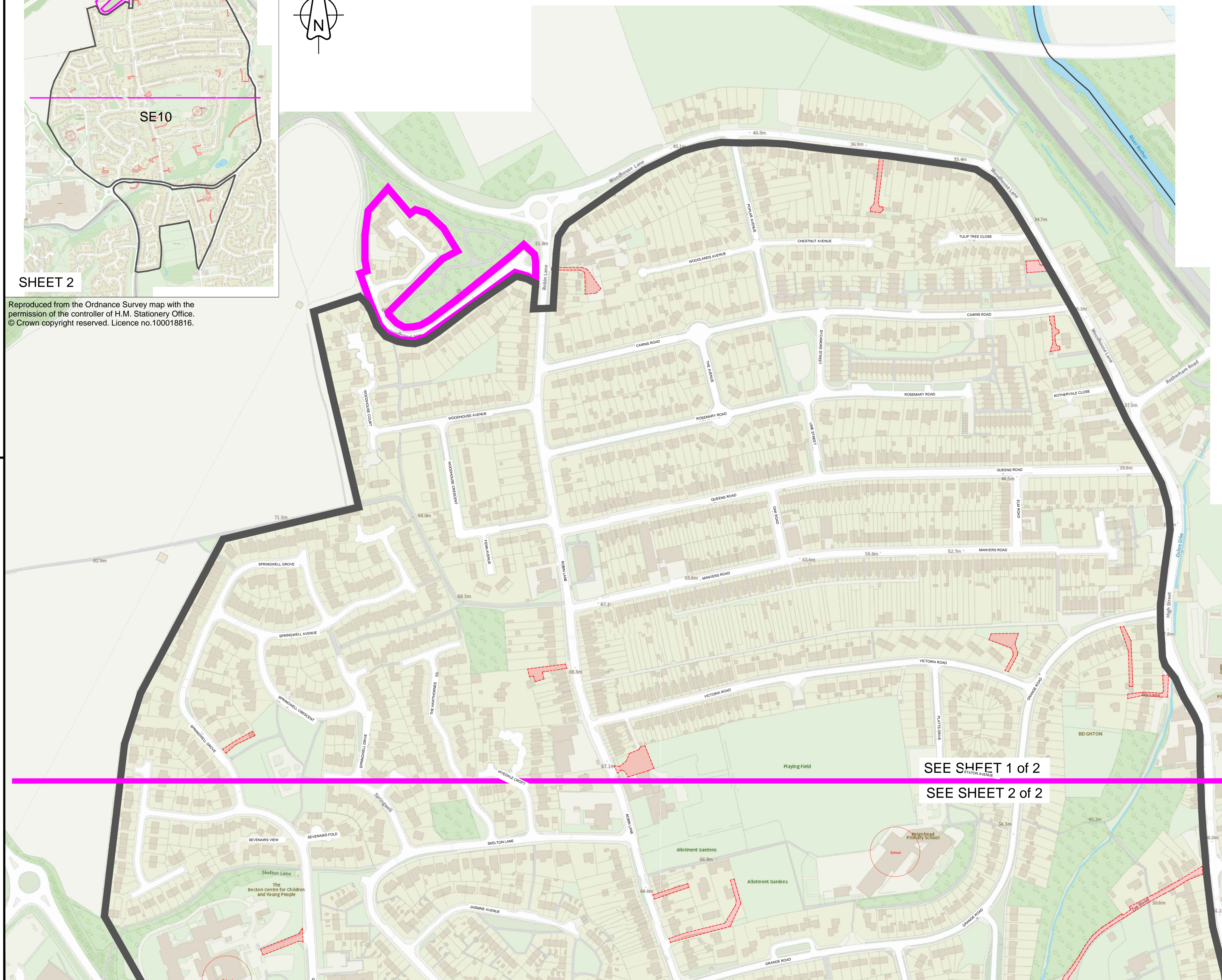


SHEET 2

Reproduced from the Ordnance Survey map with the permission of the controller of H.M. Stationary Office. © Crown copyright reserved. Licence no.100018816.

KEY

-  Extent of proposed 20mph speed limit
-  Private Property (To be excluded from works)
-  Existing 20mph area



SEE SHEET 1 of 2

SEE SHEET 2 of 2

Rev	Revision details	Chkd	Appd	Date
Drawn: LG				
Design:				
Chkd:				
Appd:				
Date:				

Rev	Revision details	Chkd	Appd	Date
	Preliminary			✓
	For comment			
	For tender			
	For construction			
	As constructed			
	Other			

Client




www.amey.co.uk

Project Name  
**Sheffield 20mph Speed Limit Strategy**

Drawing Title  
**Extent of proposed Beighton 20mph speed limit. Sheet 1 of 2**

Original Drg Size : A3    Dimensions : -  
 Scale : NTS    Copyright © Amey

Drawing No    Rev  
**TR-208013 113-TRO 001    P0**

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## Report to Policy Committee

**Author/Lead Officer of Report:** *(Lisa Blakemore, Senior Transport Planner)*

**Tel:** 07785384192

**Report of:** *Executive director of City Futures*

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

**Date of Decision:** *24 November 2022*

**Subject:** *Report objections to the Speed Limit Order for Burncross 20mph*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(488)</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:-				
<i>“The (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

### Purpose of Report:

To report details of the consultation response to proposals to introduce 20mph speed limits in Burncross, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

**Recommendations:**

That the Transport, Regeneration, and Climate Committee:

- 1) Approve that the Burncross 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984 and that:
  - a. the order be implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
  - b. objectors will be informed of the decision by the Council's Traffic Regulations team
- 2) Approve the introduction of a part time 20mph limit on Ecclesfield Road outside Ecclesfield Secondary School.

**Background Papers:**

**Appendix A:** consultation letter

**Appendix B:** Proposed scheme boundary

**Appendix C (at the bottom of the report):** Objections to the SLO

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: Damien Watkinson
	Legal: Richard Cannon
	Equalities & Consultation: <i>Annmarie Johnson</i>
	Climate: Jessica Rick
	<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>Mazher Iqbal and Julie Grocutt</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>Lisa Blakemore</i>	<b>Job Title:</b> <i>Senior Transport Planner</i>
<b>Date:</b> 06/10/2022	

## 1. PROPOSAL

1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8<sup>th</sup> March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 32 'sign only' 20mph areas have been completed as well as 12 child safety zones.

1.2 The Strategy was updated on 8<sup>th</sup> January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.

1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.

This report details the consultation response to the introduction of these 20mph speed limits, and a part time, advisory 20mph speed limit in Burncross, report the receipt of objections and sets out the Council's response.

1.4 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

- **Handsworth:** Approved at September Committee, issued for construction
- **Manor:** Approved at September Committee, issued for

construction

- **Burncross:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Deerlands:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation starts December
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

## 2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long-term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour



and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
- The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

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

3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.

3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order]*." However, comments and objections received after the closing date are normally added to the collation of responses and duly considered

### **CONSULTATION REPONSES**

There have been 136 responses to the consultation, 19 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

All respondents have received an email acknowledging receipt of their comments on this consultation.

Many respondents (who were not objecting to the scheme) asked why Chapel Road was not included as this is the main "hot spot" for speeding. Unfortunately, Chapel Road does not meet the criteria for inclusion in a "sign only" 20mph scheme. The strategy is set out in 1.2 above.

Several respondents have said that the scheme is a waste of money. The reasons that the Council is introducing these schemes are detailed in 2.1 above.

9 of the respondents asked about the accidents in the area which may have impacted on this scheme being proposed. The Council has committed to introducing 20mph speed limits in all suitable residential areas in line with “Sheffield 20mph Speed Limit Strategy”. The data used to compile the priority list for schemes was a calculation based on the length of roads in the proposed areas relative to the number of “Killed and seriously injured” casualties, which led to a ‘worst first’ approach. Casualties could be any road users, including pedestrians and cyclists. However, we will still eventually be implementing schemes in areas that have little or no accidents

3 respondents have concerns about how lower speeds would affect the air quality/ climate change. The Department for Transport’s 20mph Research Study (November 2018) found that although empirical evidence is weak, inconclusive or complex, (sign only) 20mph limits have the potential to positively affect vehicle emissions, air quality and noise levels, through:

- a reduction in average speed and top percentile speeds;
- smoother, more consistent driving speeds;
- small-scale displacement of traffic; and
- a modal shift away from car.

This suggests that the introduction of 20mph limits is unlikely to have had a negative impact on air quality.

Most respondents claim that the scheme is simply a money-making exercise. At present, the police are the only ones that can enforce speed limits and the Council generates no income from any penalties issued by them.

Several residents took the opportunity to report other neighbourhood issues such as parking and anti-social behaviour using scooters. These are out of the remit of this scheme. Requests for parking restrictions can be sent to [Transport@sheffield.gov.uk](mailto:Transport@sheffield.gov.uk) and anti social behaviour should be reported to the relevant part of the Council or the police.

#### OTHER CONSULTEES

South Yorkshire Police have stated “...Looking at the areas concerned we don’t have too many concerns. If it becomes apparent that the limits are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance.”

No response has been received from South Yorkshire Fire and Rescue

Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

Sustrans and Cycle Sheffield support the proposals.

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

### **4.1 Equality Implications**

- 4.1. Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

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

- 4.2.1 The Outline Business case for the Burncross 20mph scheme was approved by the Transport Board in July 2022.

The scheme will be funded by the Road Safety Fund  
The total capital cost of this scheme is £133,788 and is as follows:  
£11,890 transport fees (including TRO costs, consultation costs)  
£21,147 Amey design fees  
Estimated constriction cost £90,000  
HMD fees £10,000  
Procurement strategy cost £750

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £30,000

### **4.3 Legal Implications**

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans

The Department for Transport guidance 'Setting Local Speed Limits'

encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 (“the 1984 Act”). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report. The Council is empowered to place traffic signs indicating advisory part-time 20mph limits via their inclusion in the Traffic Signs Regulations and General Directions 2016 (Diagram 545.1).

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

#### 4.4 Climate Implications

- 4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county.

The potential for reduced emissions will contribute to the overall resilience to climate change.

#### 4.4 Other Implications

- 4.4.1 There will be an expectation from residents that, as a consequence of

introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Burncross. 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.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 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.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Burncross be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 6.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Ecclesfield Riad for the same reasons

## APPENDIX C

### Objections

Most of the roads within the areas are restricted due to parked cars. This reduces speeds to less than 20mph. It's a waste of public money once again. It will not be policed due to funding.

I do not support this plan

I've not received any specific information to convince me that safety would be improved by the introduction of 20mph areas and so I would object to the introduction in this area.

The lack of evidence to the contrary shows that currently drivers do drive carefully and at a suitable speed without this introduction. The lack of accidents is testament to this.

I believe there are improvements which can be made.

1)Tackle inconsiderate parent parking on Ash View but also on surrounding areas. When Ash View is tackled the parking just moves to Chapel Road and Chestnut avenue making visibility difficult when trying to exit surrounding estates. A law enforcing presence would be welcomed to tackle this.

2)Police should act on illegal electric scooter use which has posed a danger to themselves (children) and others on Burncross Road and continues unchallenged.

The majority of people drive carefully in this area at a suitable speed for the conditions. Imposing a limit criminalises those who drive at a perfectly reasonable 25mph. The people who don't drive carefully aren't going to pay any attention to the signage.

I asked for further information on accident statistics which you feel would be reduced by this introduction but the lack of them I would argue renders lowering the speed limit redundant.

I am a resident of Burncross, Chapeltown, and I object to your proposal to introduce a 20mph speed limit in most of Burncross.

I can see the benefit in reducing the speed limit around schools, as you propose, but I am against a 20mph speed limit in all other circumstances.

My main objection is that it will increase traffic congestion when the traffic is busy. Slow moving traffic in small areas, such as Hunshelf Road, causes more air pollution, as we already see in places where roadworks are in operation. Not only is this bad for the environment, but it will also adversely affect people suffering from asthma or COPD. I suffer from asthma myself, and I am worried that my attacks will become more frequent, and more severe, if you reduce the speed limit int this area, as you propose. Has the

council carried out any studies into the effect of a 20mph speed limit on the environment, and on the public air quality? How do you propose to ameliorate the negative effects?

Modern vehicles are not designed for speeds of 20 mph. Such a limit would increase fuel consumption and make cars uneconomical. At a time of high inflation, when fuel prices are rising dramatically, and households are also having to contemplate sky-high energy bills, Sheffield Council should be doing everything it can to help struggling families, not introducing measures which will only increase the cost of living.

Also, the safety features built into modern cars dramatically reduce the risk of pedestrians being hit by cars at the current 30mph. Features such as pedestrian monitoring, ABS breaking/auto assisted breaking, traction control etc. On some vehicles, some of these automatic safety features are disabled when driving at lower speeds, so by reducing the speed limit you would actually be increasing the risk of accidents.

Another consideration is the effect that a 20mph limit would have on care workers, delivery drivers, and buses etc.:

- carers will take longer to reach their clients, thus leaving them without help for longer
- delivery drivers will take longer to complete their rounds, meaning they cannot complete as many deliveries in the same amount of time, and customers will have to wait longer for their parcels
- buses and taxis will be delayed and the journeys will take longer.

On a personal note, I suffer from Crohn's disease, which means that I can sometimes need a toilet urgently. On one occasion recently I only just made it home and got to the toilet in time, and that was with the current 30mph speed limit. If the speed limit was only 20mph I would not have made it home in time, and would have soiled myself in the car.

Finally, I am not aware of any road traffic accidents in Burncross. The current 30mph limit is quite safe as it is, so reducing it to 20mph would be a solution waiting for a problem.

Rather than reducing the speed limit, Sheffield Council should be installing more pedestrian crossings. These would allow the traffic to proceed freely where it can, whilst allowing pedestrians to cross the road safely when they need to do so.

I wish to formally object to Sheffield City Council's proposed 20 mph speed limit in the Chapeltown area of Sheffield. We are being told to reduce "greenhouse and CO2 emissions" to save the World for our children. Reducing motor vehicle speeds such that a driver will have to select lowest gear to achieve the 20 mph speed will not help this. This will result in more CO2 being emitted from the engine! This is madness. Your letter contains several unsubstantiated statements as to why you wish to implement these works. Please provide the evidence to back up these statements. Additionally how much is this project going to cost the taxpayers (Council Tax etc) over and above the increased costs of fuel?  
I look forwards to receiving your response at your earliest convenience.

We wish to state our strong objection to the proposed speed restriction in the Burncross, Chapeltown area.

This plan is not needed as the area concerned has no greater accident rate than any other area of Sheffield and I believe it has less death rates through road accident than most other areas of Sheffield. This proposal is nothing but a blatant attempt to drive motorists as myself off the road so impinging on my civil liberties to enjoy my vehicle. We

shall fight any restriction imposed if this goes ahead.

I have studied your proposal for a 20mph speed limit on the minor roads around Burncross and am very surprised that no information has been given about previous accidents that could have been prevented or lessened in impact had a 20mph limit been in place. I am unaware of any such incidents so if there is no further information then I object to the plans.

There is a far bigger danger that the Strategic Transport, Sustainability and Infrastructure, City Growth Department have done nothing about and that is the parking situation outside the CO-OP on Bevan Way. Cars and vans park half on and half off the pavement on both sides of the road, sometimes at the same time and this is on a main bus route. There should be double yellow lines outside not the single yellow line that is in place. The private estate across the road has double yellow lines. I predict that someone will be injured due to this situation if nothing is done as crossing the road is hazardous.

I am writing to object to the pointless proposal to limit the speed limit in Burncross to 20mph. This is not needed and just another money making scheme (as I imagine they'll be speed cameras) to penalise drivers.

Just another waste of money when it could be used better elsewhere.

As a local resident for 15 years I am writing to submit my **STRONGEST OBJECTION** to proposed 20mph speed limits in these S35 residential areas where there is **NO NEED**. This area does not need the proposed plan. There have been no serious collisions in the areas outlined, nor people wanting cycling in these areas, and walkers like myself feel **COMPLETELY** safe already with the current 30mph speed limit. 20mph limits will clog our residential area with the busses that use these areas at slower speeds. If safety of schools is really the issue then provide more double yellow lines in areas where people park and block roads outside schools, zebra crossing or more pelican crossing for school children. Particularly at the bottom junction of Ecclesfield Road at Chapeltown roundabout?! But that would also be too expensive for the council I presume and simply putting up a few signs for 20mph, which as you say is **CHEAP!** makes you think it'll be a safer neighbourhood. No it will be pointless and a hinderance to residents going about their daily business. It is not needed and not wanted and what we really need is not addressed here with this proposal. I am not very happy with this at all and shall be contacting my MP.

I wish to object to the proposed 20 mph limits in Burncross as the present 30 mph is fine ,with regards to how wide Chapel road & Ecclesfield road is it will cause traffic jams & more pollution as we crawl through the areas.What would the speed limit be after the part time 20 mph outside ecclesfield school be back to 30 mph ! Why not have part time 20 mph around Coit,Windmill & Ecclesfield then back to 30 mph( only around schools)& leave the rest as normal Please

It would be a complete waste of tax payers' money to install 20mph signs on many of the smaller roads and closes in the area. Nobody exceeds 15mph on our road, it isn't long enough!

What we need is enforcement. Chapel Road is supposed to be 30mph, but there are many instances of this limit being exceeded. How will reducing the limit on the side roads help?

As a retired Police Officer with over 30 years service I have dealt with plenty fatal road collisions and other serious road collisions.



This appears to be Sheffield jumping on the Wales decision to make all roads in residential areas 20mph. Wales has more sheep than humans but it would appear that their Government has inherited sheep brains.

Lowering the speed limit to 20mph in the Burncross area will cause more pollution as vehicles will be reduced to using 2nd or 3 gear-plus on roads like Burncross Road and Ecclesfield Road slow long lines of traffic. Driving in such conditions means a driver's concentration is reduced by reason of his brain being deceived into a false sense of security. There will be more vehicles colliding with the car in front.

The Police currently cannot enforce properly the current speed limits!

You should take a look outside Ecclesfield school where there is currently a fixed speed camera with 30mph limit. Go there in the morning and more so at end of school day. Selfish parents picking their youngest and dearest up- the parents who complain about road safety+++they are the worst offenders. Parked on both sides of the road despite there being a traffic light crossing- some of them parked within restricted area - most of them half on footpath and this main road is restricted to main stream traffic having to give way. An Officer could issue between 30 to 40 tickets every day but my ex-colleagues are never to be seen or they themselves drive past and ignore the chaos.

The only part of Burncross that could benefit from more policing is Burncross Road between Bracken Hill and Chapelton Centre where the 30mph limit is rarely adhered to- the police camera van always stops in the wrong location and it needs a more devious approach to prosecuting the speeders.

The idea the Council is proposing is a waste of public money but I expected nothing else from a Labour/ Lib Dem woker.

The world in crisis and we worry about reducing a speed limit from 30 to 20!!!

I am writing to object to the blanket 20mph proposal in Burncross. the proposal is totally disproportionate to the needs of the area I do agree that there needs to be better speed restrictions around all schools, but it also needs parking restrictions around school entrances for non residents of at least 300 metres away from entrances. It would seem to me there could be time limit round schools when the 20mph applies like in bus lanes. Parents should try and explain to children if you're crossing roads DO NOT use your phone until they have crossed. Will cyclist be monitored for sticking to 20mph as some seem to be a law unto themselves.

1. You have not provided any details as to the number of deaths and serious injuries caused on all these roads in the proposed area in the last 12 months which would support the need ?
2. You say some collisions will be avoided, are there any statistics to prove this or is it just the councillors wish list?
3. Who are these people that are going to feel safe when walking when cars will allegedly be doing 20mph ,I assume you have letters of complaint from people complaining that they don't feel safe when cars are travelling at 30mph and above?
4. In the letter it states there will be an advisory 20 mph speed limit outside the entrance to coit primary school on Ecclesfield road, that would be amazing as Coit Primary school is on Park Avenue also there is no mention of Windmill Hill School why is that ?

5. How will travelling at 20MPH make it a more pleasant place for everyone ?
6. You haven't thought about the safety of children over the years when you have not reduced the 40mph speed limit just past Ecclesfield school ?
7. What have you done about restricting parking out side schools which is a danger to children, there is not any notable restriction to badly parked vehicles outside the schools ?
8. There is already congestion in these areas and will create even more congestion and pollution and cause frustration amongst road users and residents which in turn will cause health risks ?
9. How will the improvement be seen when nothing controls vehicles using excessive speeds now ,or how will residents benefit from these proposals ?
10. What are you doing about the electrical scooters that are also not being used safely which are a danger to young and old alike?

It would seem a waste of money a lot of drivers don't stick to 30 mph so reducing it to 20 mph won't make any difference.the most concerning issue is the stretch of burncross road between the acorn pub and the Crown and cushion where some idiots think it is a drag strip and every day cars are going at 50 and some I would say over 60 especially motor bikes.other than the once in a blue moon speed camera van I think you should pay more attention to this area.

Please accept this E-Mail as my formal objection to the above proposal

There appears very little substance to the proposal whilst we still have a major problem at Ecclesfield Comprehensive School during starting and finishing times where there appears complete and zero consideration when parking and the risks that this behaviour encourages

I would reconsider if you could supply detailed Risk Assessments that have resulted in this proposal

Please let me know if you need further details at this stage

I'd like to formally object to the 20mph proposal regarding the burn cross area.

As much as I'd like the area to be safer for pedestrians in regards to safer roads around burncross I don't think lowering the speed limit is the answer.

If anything it's going to make the roads more dangerous as for the impatient drivers that will not adhere to said speed limit, for e.g - overtaking in blind spots & around schools.

Traffics already terrible around the chapeltown area as it is. Slowing things down will just congest it further.

In response to your letter dated the 4th of August I fail to see why a 20mhp area is needed. While I'm all for safety I've not seen or heard of loads of accidents in the area due to speed or anyone hit by fast moving vehicles. Police presence is non existent in our neighbourhood so possibly address that first.

The feeling is this is just a money making exercise where all we will see is more speeding vans generating more money for the council with no change in the lack of a police presence.

Fix the bits that matter and what our council tax pays for first before introducing this poorly thought out change.

I am voicing my objection to 20mph on Burncross Road  
This is way to slow and seems a little bit needless

Many thanks for listening

I reject your proposal.

I would like to see statistics of pedestrian-car collisions in the Burncross area within the past 5 years.

I would like to see the costings of the proposal.

I am writing to object to the proposed 20mph speed limit around the Burncross area.

We have lived on Burncross Road for 22 years and at the busiest part of Burncross Road with the only speed bump positioned outside our home.

Our reasons for this objection are as follows:

1. 20mph speed limit will have a huge effect on the volume of traffic that is currently on the road day/night.
2. The cars will be in the wrong gear to travel at this speed therefore increased omissions which is not beneficial to the ozone layer.
3. This reduced speed causes a danger for pedestrians and other vehicles as you will get other drivers over taking the cars travelling at 20mph. Of which I do not currently see at 30mph.
4. The speed bumps have not reduced speeding. If anything they have caused more damage to the homes as when we have heavy rain they direct the water to run towards the houses causing flooding. This has been reported to the highways on many occasions.
5. Currently the vehicles travelling at 30mph and over the speed bumps make such a racket and this continues throughout the night. We have two young children and the noise of vehicles especially HGV and tractors causes such a racket at 5.00am in the morning. Again this has been reported to the council with no response.

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Head of Service: Tom Finnegan-Smith  
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail : [20mphAreas@sheffield.gov.uk](mailto:20mphAreas@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk/20mph](http://www.sheffield.gov.uk/20mph)

Date: 4<sup>th</sup> August 2022

### **Proposed 20mph Speed limit Area**

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Burncross. The attached plan shows where the proposed 20mph speed limit will be.

### **Why are we doing this and what will it look like?**

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

In the past, we have built road humps in 20mph areas to keep speeds low. Whilst those schemes have been very successful, they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

Therefore, new 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

### **Part time 20mph limit at Ecclesfield School**

We are also proposing to introduce a part time, advisory 20mph speed limit centred around the entrance around Coit Primary School on Ecclesfield Road. Signing will be installed on the approaches to the school with lights that will flash during school times.

### **What happens next?**

We plan to introduce the new speed limit in February 2022, but this will depend on the response we receive to this letter.

If you would like to register your support for the proposal or object, please write to us by e-mail or letter, details below.

**Email: [20mphAreas@sheffield.gov.uk](mailto:20mphAreas@sheffield.gov.uk)**

**Or write to:**

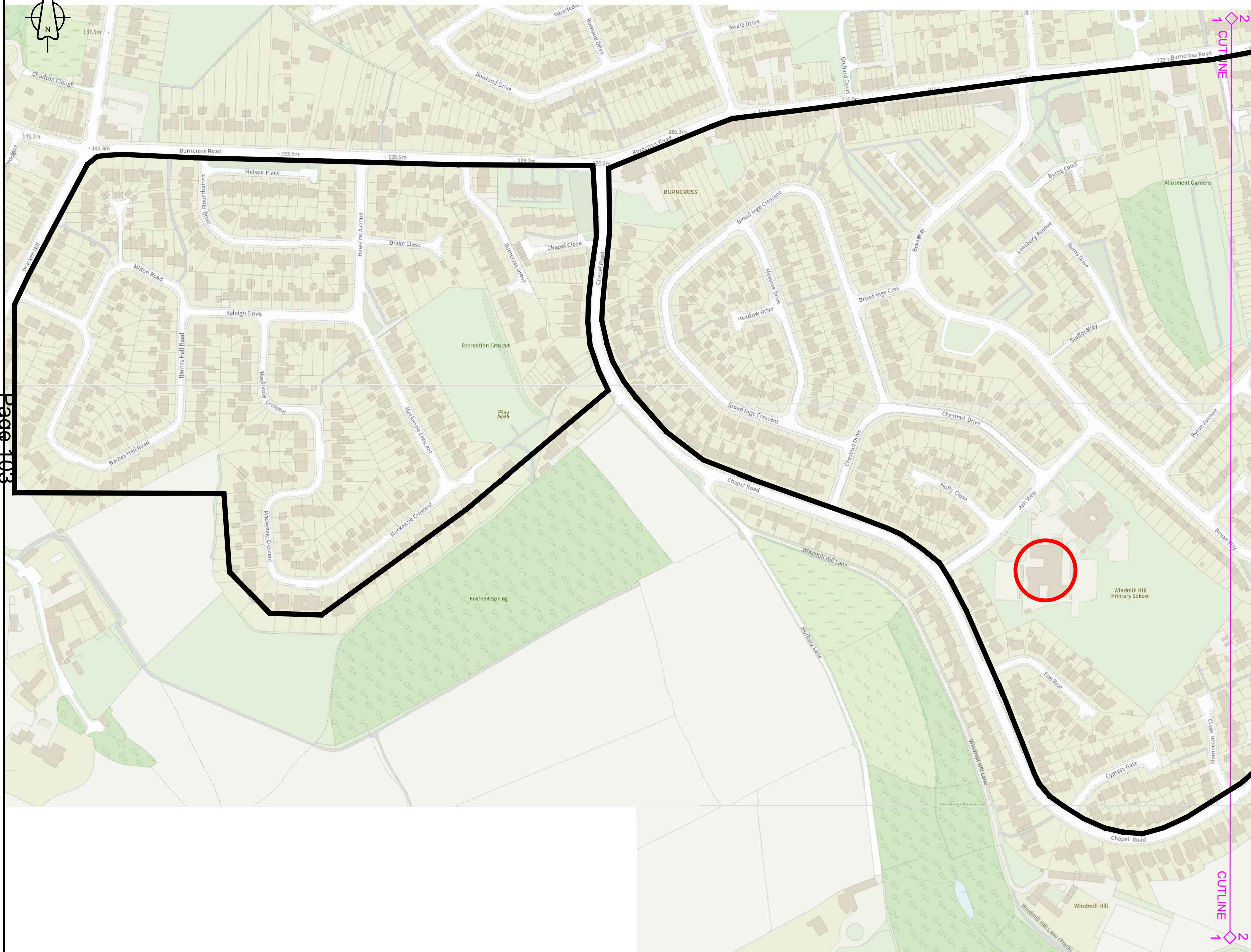
Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,  
S1 2SH

**Formal objections must be received by 1<sup>st</sup> September 2022**


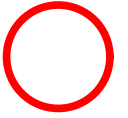
Kind regards

Strategic Transport, Sustainability, and Infrastructure

This document can be supplied in alternative formats, please contact 0114 273 5907



**KEY**

-  Extent of proposed 20mph speed limit
-  Existing Schools (Windmill Hill Primary)

Page 103

Rev	Revision details	Chkd	Appd	Date
Drawn: CA				Preliminary
Design: CA				For comment
Chkd: SW				For tender
Appd: .				For construction
Date: .				As constructed
				Other

Client



Project Name  
**Sheffield 20mph Speed Limit Strategy.**

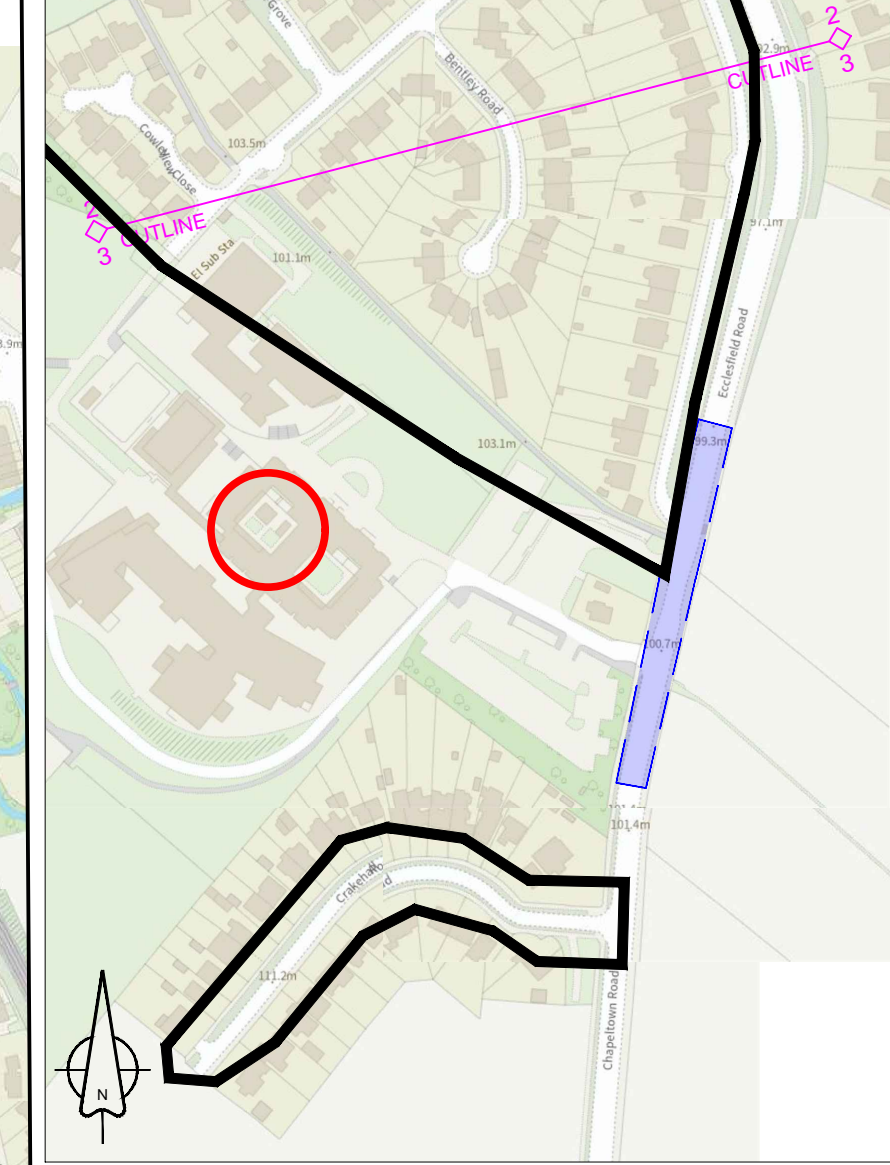
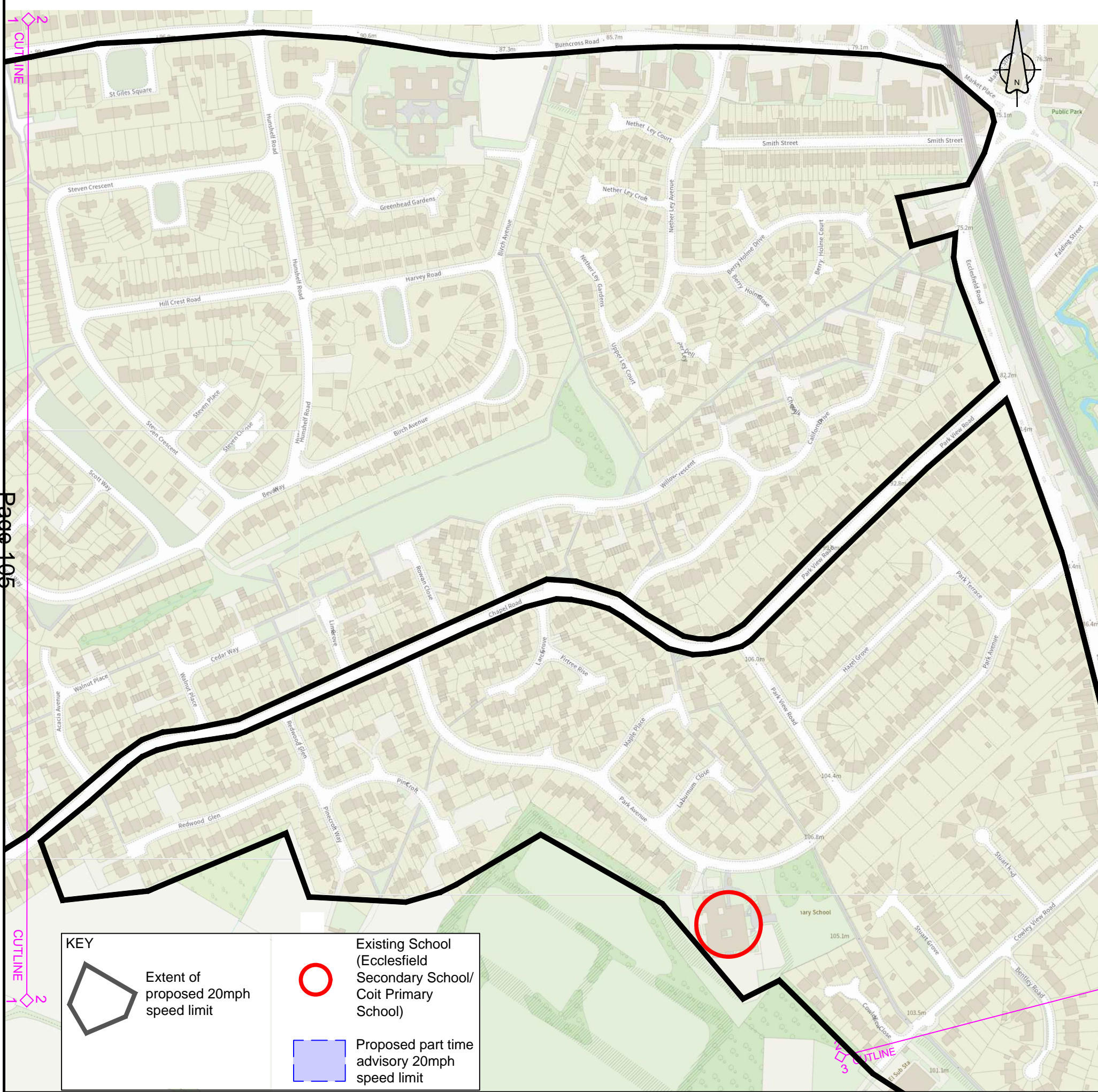
Drawing Title  
**Extent of proposed Burncross 20mph speed limit.**




Original Drg Size : A3	Dimensions : -
Scale : NTS	Copyright © Amey

Drawing No	Rev
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KEY	
	Extent of proposed 20mph speed limit
	Existing School (Ecclesfield Secondary School/Coit Primary School)
	Proposed part time advisory 20mph speed limit

P02	Additional Roads	Chkd	Appd	Date
Rev	Revision details			
Drawn: CA				Preliminary
Design: CA				For comment
Chkd: SW				For tender
Appd: PJ				For construction
Date: 07.04.22				As constructed
				Other

Client




www.amey.co.uk

Project Name  
**Sheffield 20mph Speed Limit Strategy.**

Drawing Title  
**Extent of proposed Burncross 20mph speed limit.**

Original Drg Size : A3	Dimensions : -
Scale : NTS	Copyright © Amey

Drawing No	Rev
TR-208013-149 9277-TRO 0002	P02

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## Report to Policy Committee

**Author/Lead Officer of Report:**  
Mark Whitworth

**Tel:** 07816156986

**Report of:** Mark Whitworth

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

**Date of Decision:** 24<sup>th</sup> November 2022

**Subject:** **Route map progress update**

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 1066				
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"/>
<small>The report is a progress update on the development of the decarbonisation route maps, and as such is not considered necessary to undertake a CIA.</small>				
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

### Purpose of Report:

The Council's 10 Point Plan for climate action was adopted in March. The plan provides a framework for how the organisation will act in the short-term and includes how we will put climate at the centre of decision-making as well as committing the organisation to working towards reducing Council carbon emissions to net-zero by 2030.

One of the commitments of the 10-point plan is to produce a series of 'route maps' that cover the detailed actions which the council and the city needs to take to support this pathway to net zero.

This report responds to the request made by Members of the Transport, Regeneration and Climate Policy Committee in September to provide an update on the progress that the Council is making in the production of the route maps and the programme for presenting the draft route maps to the Committee for formal approval.

**Recommendations:**

That the Transport, Regeneration and Climate Policy Committee:

- i) Notes the approach being progressed and delivered including the timing and phasing of the route maps, in line with the milestones that have been agreed in the Councils One Year Delivery Plan (adopted June 2022).

**Background Papers:**

The Councils 10-point plan for Climate Action

Our Sheffield Delivery Plan 2022/23

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: Kerry Darlow
		Legal: Louise Bate
		Equalities & Consultation: Ed Sexton
		Climate: Mark Whitworth
	<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>	Kate Martin
3	<b>Committee Chair consulted:</b>	Cllr Iqbal / Cllr Grocutt
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> Mark Whitworth	<b>Job Title:</b> Sustainability and Climate Change Service Manager
	<b>Date:</b> 9 November 2022	

## **1. PROPOSAL**

### **1.1 Background**

Climate change is recognised as the greatest challenge of our lifetime. It is undermining every dimension of global health<sup>1</sup> and is threatening economic stability in sectors such as agriculture and food production<sup>2</sup>. The impacts of these changes are expected to disproportionately affect our most vulnerable communities locally as well as globally.

There are also significant opportunities to be gained if appropriate action is taken; homes and buildings which cost less to heat and stay cool in the summer, locally produced energy that is clean and reduces our exposure to market volatility and a wide range of new jobs and skills that can help to support our local economy.

In recognition of the need to take action the Council declared a climate emergency in 2019 and set a target for the council and the city to achieve net zero carbon emissions by 2030.

The Council's One Year Plan (2021/22) committed the Council to develop a 10 Point Plan for climate action, which was adopted in March 2022. This set a framework for how the organisation will address its climate actions as well as reiterating its goal to be net zero by 2030 both as an organisation as well as a city.

In recent discussions with the Transport, Regeneration and Climate Policy Committee, Members have stated that there is a need to prioritise action and delivery on climate mitigation and adaptation.

The development of a set of decarbonisation route maps that lead into delivery is an integral part of this approach and is outlined in the following section.

### **1.2 Route maps**

The 10 Point plan for Climate Action set out how the Council will work with the city to develop a set of 'route maps' for the area where change needs to happen.

Route maps are delivery documents and implementation plans intended to drive action. They are defined in the 10-point plan as 'iterative, agile and delivery-focused, developed over the next 18 months, working across the Council and with organisations and individuals across the city to develop plans that build on the Pathways

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<sup>1</sup> [https://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(22\)01540-9/fulltext](https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(22)01540-9/fulltext)

<sup>2</sup> <https://www.worldbank.org/en/topic/climatechange/overview>

to decarbonisation evidence base report<sup>3</sup> and identify the ways forward.

## 1.2 Current position

The Sustainability and Climate Change team has been progressing work on the development of the initial route maps (*Our Council* and *The way we travel*) alongside other related activity which supports the Council's climate priorities, set out in the Our Sheffield Delivery Plan 2022/23.

These two route maps were prioritised as it was considered that both will set out how the Council is taking action (*Our Council* in particular) and that this is a critical step in demonstrating leadership and encouraging others in the city to take action themselves.

Seven route maps were outlined in the 10-Point plan for Climate Action that would be developed over the next 18 months. The plan set out a programme running from April 2022 to October 2023 for the completion of all seven route maps. The team is working within this agreed timescale.

Wider engagement is a key element of developing the route maps. Everyone in the city will be affected by climate change and everyone will need to take some form of action, whether as an individual, family or business or organisation. Co-developing and co-designing the route maps with the involvement of stakeholders across the city will be crucial in getting the necessary buy-in and support for the actions.

The Council is responsible for less than 5% of the overall greenhouse gas emissions in the city, so enabling, facilitating and encouraging others to also take action will be critical in working towards net-zero carbon by 2030.

The Service is working to secure additional funding to support this programme of wider engagement. Without this resource the level of wider engagement in the production phase of the route maps may be limited, which is likely to be detrimental for the reasons outlined in the paragraph above.

The route maps are listed below, along with the planned date of completion.

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<sup>3</sup> Arup and Ricardo Pathways to net zero evidence base [Our long term plan for climate change | Sheffield City Council](#)

### 1.3 **Our Council** (In progress and to be completed June 2023)

This route map will include an overview of work to date and future actions to decarbonise our housing stock, non-domestic estate, fleet (including grey fleet), streetlighting and how we can use our land for energy generation and sequestration initiatives. The route map will also include the internal processes that are in development to embed sustainability and climate change into decisions and service planning.

Alongside this a Climate Oversight Board is being established as an internal Officer group that will help and support the organisation to deliver on its own outcomes and actions, particularly those arising from the Our Council route map.

### 1.4 **The way we travel** (In progress and to be completed June 2023)

This route map sets out the actions that are required to decarbonise the way we travel, and will cover actions relating to;

- Decarbonising our vehicles
- Increasing active travel
- Improving public transport
- Consolidating freight.

### 1.5 **Energy generation and storage** (to be completed Summer 2023)

The scope of this route map is still in development and is anticipated it will include actions relating to Local Area Energy Planning and the early findings of the Heat Network Zoning Pilot Programme.

We will work with partners and key stakeholders in the city to develop this route map.

### 1.6 **Our business and industries** (to be completed Summer 2023)

The scope of this route map is still in development, and it is anticipated it will include actions relating to the following areas;

- Industrial decarbonisation – working with the big carbon emitters
- Decarbonisation of commercial property – exploring how to retrofit commercial and industrial building stock
- Supporting and facilitating Small and Medium Enterprise's (SMEs) to decarbonise – Building capacity within SME's to decarbonise

The Council is already working with local partners from business, our two universities and the South Yorkshire MCA on climate and sustainability-related programmes, and the development of this route

map will build on these existing programmes as well as engaging with wider stakeholders.

#### 1.7 **Our homes – Autumn 2023**

This route map will cover the decarbonisation of homes of all tenures across the city. Its development will be co-ordinated with the emerging Council Housing Strategy as well as the Housing and Neighbourhood Services Decarbonisation Road map for Council Housing stock.

#### 1.8 **How we use our land - Autumn 2023**

Further work is required to define the specific content of this route map, including engagement with stakeholders (noting 'land' refers here to all land across the city, not just SCC estate).

It is anticipated that this route map is linked to the Council's declaration of a nature emergency, and also considers actions relating to carbon sequestration, adaptation and wider land use including food growing and planning matters.

#### 1.9 **What we buy, eat and throw-away – Autumn 2023**

Further work is required to define the specific content of this route map, including engagement with stakeholders.

It is anticipated that this route map considers actions relating to the circular economy, reducing waste and consumption, promoting re-use and increasing recycling.

The seven route maps will create a compendium with each route map forming a chapter of this document. The route maps are being produced incrementally which will enable the available resource within the team to progress these whilst also enabling other delivery-focussed activity to progress.

As noted above the first two route maps are currently in production. Along with the *Energy Generation and Storage* and *Business and Industry* decarbonisation route maps, these four route maps will be accompanied with a shared introductory report that will also act as the introduction for the overall compendium.

The shared introductory report will set out the Council's overarching principles relating to climate action which have been established through the 10-point plan, accompanied with details of climate governance arrangements (Council and proposed city-wide) and set out how we will monitor and report progress, work to secure finance and funding, alongside how we are working in partnership and the approach to engagement.



This introductory report is intended to avoid duplication in each route map and enable each route map to focus on the actions that will be taken to address decarbonisation and climate commitments.

Route maps will contain actions which cover the period of 2023 to 2025 although some actions may extend beyond this where they are longer term programmes.

They will not capture all the actions that will be required to reach net-zero across each theme and are intended to be delivery-focused.

The Council's goal of achieving net zero carbon emissions by 2030 means that it is essential that actions are being progressed and delivered concurrently with the development of the route maps. Route maps will therefore need to be 'live and iterative' documents that enable the Council and its partners to respond quickly to new opportunities.

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

- 2.1 As noted above, in progressing the approach set out in this report, this decision will contribute towards the Council achieving key climate-related goals it has set itself in its One Year Delivery Plan and its 10-point plan for climate action.

In September 2022 the Council approved the Our Sheffield Delivery Plan.

This Delivery Plan set a strategic goal of clean economic growth, recognising that following the adoption of the 10-point plan for climate action in March the Council needs to urgently progress actions to help facilitate a sustainable transition to decarbonisation and meet its climate change ambition to achieve Net Zero by 2030.

The Delivery Plan set out five actions relating to clean growth, which included the action of developing agreed decarbonisation route maps and commence engagement March 2023.

The approach set out in this report to produce seven route maps over the period April 2022 – October 2023 will enable the Council to meet the first clean growth action set out in the Our Sheffield Delivery Plan.

The production of the route maps will also ensure that the Council delivers on one of the ten objectives that were agreed in the 10-point Plan earlier this year.

The outcome of this report, a set of seven route maps addressing the main elements of climate action and decarbonisation, are intended to provide iterative, delivery focussed and agile delivery plans that will support the Council's wider climate commitments.

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

3.1 There has been engagement both internally and externally as part of the development of the two initial route maps and further consultation is planned prior to presenting the final route maps to the Committee for approval later in the year.

#### **3.2 Internal engagement**

The initial two route maps have focussed primarily on actions that are required by the Council. The Our Council route map focuses on the actions that the Organisation needs to take to work towards achieving its goal of becoming net zero carbon by 2030.

The Council's response to the climate emergency was the subject of two 'Our Sheffield' employee events at the beginning of the summer which were attended by over 400 employees. The events outlined the approach the Council is taking and employees were able to ask questions as part of this discussion and in addition a written response to further questions was provided following the event.

Following this an employee survey was conducted which was promoted at both the events as well as on the Council's intranet. The survey was aimed at gauging employee's awareness of the climate emergency, the Council's role alongside the role of their service and their team.

It asked respondents for their ideas for where things need to change to enable effective climate action along with establishing a better understanding of what employees already do in work to help reduce emissions and asked where they need to support to do more. In addition, it asked if respondents would like to be part of a reference group or volunteering to support decarbonisation work.

In total 119 employees responded to the survey. This is now being used to inform the development of the Our Council route map. It will help identify some of the good practice already taking place in the organisation, understand where employees see the barriers so we address these and utilise their ideas for action and build them into the plan.

#### **3.3 External engagement and consultation**

The Sustainability and Climate Change team is working with Sheffield Partnership Board and the Health and Wellbeing Board to host a city-wide climate summit on 15<sup>th</sup> November. Over 100 representatives from businesses, public sector and the community organisations have been invited to attend to get as broad an input as possible.

The summit aims to explore how we can work better together to respond to the climate emergency and to become a thriving net zero city. It will help to inform a better understanding of what the climate emergency means for the organisations attending and the communities or customers they represent.

It will map the action that is already being undertaken and explore how organisations can support and help each other and it will help to plan how the city can work together on climate action – both decarbonisation as well as climate adaptation and resilience.

The output of these discussions will be used in the development of the route maps and further engagement is anticipated on specific areas as further route maps are developed.

The team has consulted with the Sheffield Equalities Partnership (November 1<sup>st</sup>). They presented an overview on the route maps and sought the partnership's views on how they would like to be engaged as this work develops.

Engagement and consultation with stakeholders on the 'Way we travel' route map is planned for December and January, which is planned to include a further meeting with the Sheffield Equalities Partnership, other stakeholders and an Engagement HQ (replacement for Citizenspace) consultation in the New Year.

As noted above in section 2, wider engagement is a key element in the development of the remaining route maps. The Service is working to secure additional funding to support this programme of wider engagement and the Committee will be kept informed on progress.

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

### **4.1 Equality Implications**

4.1.1 This report is a progress update and there are no direct equalities implications. Full EIAs will be undertaken for specific projects arising from the route map action plans.

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

4.2.1 There are no direct financial implications arising from this report.

### **4.3 Legal Implications**

4.3.1 This report is a progress update, and there are no direct legal implications. Any legal implications specific to individual projects arising from the route map action plans will be detailed in future reports.

#### 4.4 Climate Implications

4.4.1 This report is a progress update. There are no direct climate implications arising from this report.

#### 4.4 Other Implications

4.4.1 No other implications considered

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

#### 5.1

- Do nothing – this option has been rejected on the grounds that the Council would not be progressing towards its net zero by 2030 target, achieve the objectives of its 10-point plan for climate action or the milestone set out the in One Year Delivery Plan.

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

6.1 Noting the approach set out in this report will enable Officers to continue to work towards achieving the milestone that has been agreed in the Council's One Year Delivery Plan, alongside those in the 10-point plan for climate action.



## Report to Policy Committee

**Author/Lead Officer of Report:** Ryan Keyworth,  
Director of Finance and Commercial Services

**Tel:** +44 114 474 1438

**Report of:** *Ryan Keyworth*  
**Report to:** *Transport, Regeneration & Climate Committee*  
**Date of Decision:** *24<sup>th</sup> November 2022*  
**Subject:** *Month 6 Monitoring*

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 type="checkbox"/>	No	<input checked="" 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:-				
<i>"The (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>				

### Purpose of Report:

*This report brings the Committee up to date with the Council's financial position as at Month 6 2022/23*

### Recommendations:

#### The Committee is recommended to:

1. Note the Council's financial position as at the end of September 2022 (month 6).

### Background Papers:

[2022/23 Revenue Budget](#)

Lead Officer to complete: -	
1	<p>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.</p> <p>Finance: <i>Ryan Keyworth, Director of Finance and Commercial Services</i></p> <p>Legal: <i>Sarah Bennett, Assistant Director, Legal and Governance</i></p> <p>Equalities &amp; Consultation: <i>James Henderson, Director of Policy, Performance and Communications</i></p> <p>Climate: n/a</p>
<p><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></p>	
2	<p><b>EMT member who approved submission:</b> <i>Eugene Walker</i></p>
3	<p><b>Committee Chair consulted:</b> <i>Cllr Bryan Lodge</i></p>
4	<p>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.</p>
	<p><b>Lead Officer Name:</b> <i>Ryan Keyworth</i> <i>Jane Wilby</i></p> <p><b>Job Title:</b> <i>Director of Finance and Commercial Services</i> <i>Head of Accounting</i></p>
	<p><b>Date:</b> 31<sup>st</sup> October 2022</p>

## 1. PROPOSAL

1.1 This report sets out the 2022/23 Month 6 financial monitoring position for the Council Overall (1.2); by Committee (1.3) and for the Transport, Regeneration & Climate Committee (1.4).

### 1.2 Council Portfolio Month 6 2022/23

1.2.1 The Council is forecasting a £18.6m overspend against the 2022/23 budget as at month 6.

Full Year £m	Outturn	Budget	Variance
Corporate	(464.6)	(463.2)	(1.4)
City Futures	46.7	46.8	(0.1)
Operational Services	113.3	113.4	(0.1)
People	313.5	295.9	17.6
Policy, Performance Comms	3.2	2.9	0.4
Resources	6.4	4.2	2.2
<b>Total</b>	<b>18.6</b>	<b>(0.0)</b>	<b>18.6</b>

1.2.2 This overspend is due to a combination of agreed Budget Implementation Plans (“BIPs”) not being fully implemented and ongoing cost / demand pressures that are partially offset by one-off savings.

Full Year Variance £m	One-off	BIPs	Trend	Total Variance
Corporate	0.0	0.0	(1.4)	(1.4)
City Futures	(0.1)	0.0	(0.0)	(0.1)
Operational Services	(5.8)	3.2	2.6	(0.1)
People	(0.4)	14.2	3.8	17.6
Policy, Performance Comms	(0.1)	0.3	0.2	0.4
Resources	(0.7)	1.7	1.3	2.2
<b>Total</b>	<b>(7.1)</b>	<b>19.3</b>	<b>6.3</b>	<b>18.6</b>

1.2.3 In 2021/22, the Council set aside £70m of reserves to manage the financial risks associated with delivering a balanced budget position. In 21/22, the council overspent by £19.8m which was drawn from this pool, a further £15m was used to balance the 22/23 budget and current forecast overspend at M6 is set to be £18.6m leaving a remaining risk allocation of £16.7m

	£m	
<b>Allocated reserves</b>	<b>70.0</b>	
21/22 Budget overspend	19.8	
22/23 Base budget committed	15.0	
22/23 BIP shortfall	19.3	
22/23 pressures	6.3	} (£18.6m overspend @ M6)
22/23 in year mitigations	(7.1)	
Reserves used @ M6	53.3	
<b>Remaining reserves</b>	<b>16.7</b>	

### 1.3 Committee Financial Position

#### 1.3.1 Overall Position - £18.6m overspend at Month 6

There is a £11.8m overspend in the Adult Health and Social Care Committee and a £6.5m overspend in the Education, Children and Families Committee	Full Year Forecast £m @ Month 6	Outturn	Budget	Variance
	Adult Health & Social Care	164.4	152.5	11.8
	Education, Children & Families	135.2	128.6	6.5
	Housing	8.6	8.8	(0.1)
	Transport, Regeneration & Climate	41.3	41.9	(0.6)
	Economic Development & Skills	11.0	11.0	(0.0)
	Waste & Street Scene	54.4	54.7	(0.3)
	Communities Parks and Leisure	44.9	45.4	(0.5)
	Strategy & Resources	(441.2)	(442.9)	1.7
	<b>Total</b>	<b>18.6</b>	<b>(0.0)</b>	<b>18.6</b>

Most of the full year forecast overspend is attributable to shortfalls in Budget Implementation Plans (BIPs) delivery	Variance Analysis £m @ Month 6	One-off	BIPs	Trend	Total Variance
	Adult Health & Social Care	(0.5)	8.1	4.2	11.8
	Education, Children & Families	0.6	6.0	(0.1)	6.5
	Housing	0.0	0.0	(0.1)	(0.1)
	Transport, Regen & Climate	(2.1)	2.1	(0.6)	(0.6)
	Economic Dev't & Skills	(0.1)	0.0	0.1	(0.0)
	Waste & Street Scene	(3.2)	0.4	2.6	(0.3)
	Communities Parks & Leisure	(0.8)	0.5	(0.2)	(0.5)
	Strategy & Resources	(1.0)	2.2	0.6	1.7
	<b>Total</b>	<b>(7.1)</b>	<b>19.3</b>	<b>6.3</b>	<b>18.6</b>

**£6.3m of one-off savings are mitigating part of the ongoing overspend**

Contributions from provisions for energy and waste inflation mitigate the in-year impact of rising baseline costs. These are one-off contributions that will not help our position in 23/24 as the trend continues.

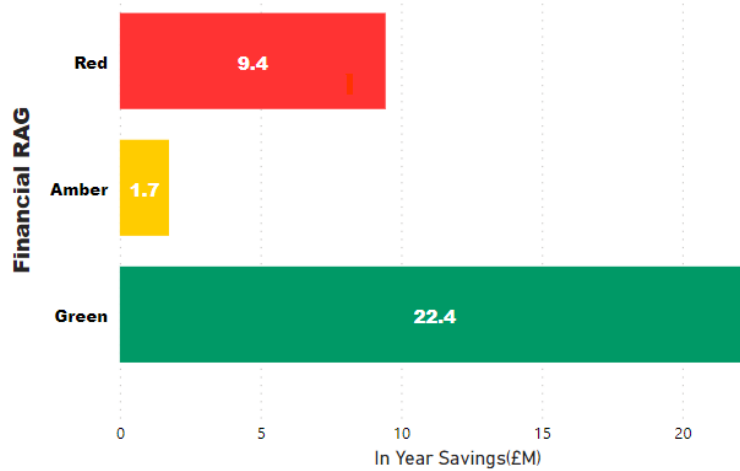
The government's recent announcement on the energy price cap only gives us protection on current rates until the end of the financial year. Currently, the best open market prices we are able to achieve for 1 April 2023 onwards results in a doubling in the unit price of energy that we will face.

Balancing the 22/23 budget was only possible with £53m of BIPs, £33m are reported as deliverable in year	Budget Savings Delivery Forecast @M6 £m	Total Savings 22/23	Deliverable in year	FY Variance
	People	37.7	23.5	14.2
	Operational Services	7.1	4.0	3.1
	PPC	1.2	1.0	0.2
	Resources	6.7	5.0	1.7
	<b>Total</b>	<b>52.7</b>	<b>33.4</b>	<b>19.3</b>

**Focus must be on delivering BIPs in 22/23 and preventing the budget gap from widening**

Of the £33m BIPs forecast as being deliverable, £9.4m are rated red, which indicates considerable risk that these will not be delivered in full which would increase the existing forecast overspend.





Of the £19.3m savings that are forecast to be undelivered this year, some can be delivered next financial year. It is estimated that £12m of this year's undelivered savings will still be unachievable in 23/24 and form part of the baseline pressures captured in the draft medium term financial analysis presented to the Strategy and Resources Committee on 5<sup>th</sup> July 2022.

**Adult Health and Social Care are forecast to overspend by £11.8m**

The high cost of packages of care put in place during covid has increased our baseline costs into 22/23. Work is underway as part of an investment plan with additional resource to tackle the underlying issues although recruitment issues are impacting our ability to deliver.

**Education, Children and Families are forecast to overspend by £6.5m**

Forecast under-delivery of budget implementation plans in the service are the main cause of overspends; plans to reduce staffing and increase income from Health are looking unlikely and the residential children's home strategy looks unlikely to deliver financial benefits.

The committee position improved in M6 by £0.8m due to an additional grant contribution of £0.5m for Household Support mitigating an overspend in this area alongside reductions to staffing forecasts.

1.4 **Transport, Regeneration & Climate Committee - underspend of £0.6m at Month 6**

<b>The Transport, Regeneration &amp; Climate Committee is forecast to underspend by £0.6m.</b>	<b>Full Year Forecast £m @ Month 6</b>	<b>Outturn</b>	<b>Budget</b>	<b>Variance</b>
	<b>Direct Services</b> ( <i>Carbon Reduction; Transport</i> )	0.0	0.0	0.0
	<b>Streetscene &amp; Regulation</b> ( <i>Clean Air Zone</i> )	0.1	0.0	0.1
	<b>Inclusive Growth &amp; Development</b> ( <i>Capital Delivery; Director of Inclusive Growth; Property and Regeneration</i> )	0.5	0.4	0.1
	<b>Planning, Investment &amp; Sustainability</b> ( <i>Planning Services; ITA Levy; Transport and Infrastructure</i> )	40.7	41.5	(0.8)
	<b>Total</b>	<b>41.3</b>	<b>41.9</b>	<b>(0.6)</b>
<b>The planned Clean Air Zone saving of £2.1m has been offset by use of a specific reserve in 22-23.</b>	<b>Variance Analysis £m @ Month 6</b>	<b>One-off</b>	<b>BIPs</b>	<b>Trend</b>
	Direct Services	0.0	0.0	0.0
	Streetscene & Regulation	(2.1)	2.1	0.1
	Inclusive Growth & Devt	0.0	0.0	0.1
	Planning, Investment & Sustain	0.0	0.0	(0.8)
	<b>Total</b>	<b>(2.1)</b>	<b>2.1</b>	<b>(0.6)</b>
	<p>The planned Clean Air Zone saving of £2.1m has been offset by use of a one-off specific reserve. However, this pressure requires a sustainable mitigation be identified for future years.</p> <p>Operating spend assumed to be met from income forecast from the introduction of the charging Clean Air Zone remains a risk given potential slippage in the programme following continued dialogue with central government.</p>			
<b>The impact of the proposed pay offer creates an extra £0.1m pressure to the committee</b>	<p>The proposed pay award of £1,925 flat rate per employee was factored into forecasts in M4. The proposal leaves an additional pressure of £0.1m for the Committee.</p> <p>It should be noted that the extra pay offer cost is an initial indicative estimate only and has been included within Inclusive Growth and Development activity for all services within the Committee, pending agreement with Unions.</p>			
<b>The underspend reflects vacancies and higher Highway Network activity.</b>	<p>Contributory factors in the underspend are vacancies within Planning &amp; Transport and extra income from higher than planned Highway Network Management activity.</p>			

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

- 2.1 The recommendations in this report are that each Policy Committee undertakes any work required to both balance their 2022/23 budget and prepare for the 2023/24 budget.

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

- 3.1 There has been no consultation on this report, however, it is anticipated that the budget process itself will involve significant consultation as the Policy Committees develop their budget proposals

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

### 4.1 Equality Implications

- 4.1.1 There are no direct equality implications arising from this report. It is expected that individual Committees will use equality impact analyses as a basis for the development of their budget proposals in due course.

### 4.2 Financial and Commercial Implications

- 4.2.1 There are no direct financial implications from this report.

### 4.3 Legal Implications

- 4.3.1 Under section 25 of the Local Government Act 2003, the Chief Finance Officer of an authority is required to report on the following matters:

- the robustness of the estimates made for the purposes of determining its budget requirement for the forthcoming year; and
- the adequacy of the proposed financial reserves.

- 4.3.2 There is also a requirement for the authority to have regard to the report of the Chief Finance Officer when making decisions on its budget requirement and level of financial reserves.

- 4.3.3 By the law, the Council must set and deliver a balanced budget, which is a financial plan based on sound assumptions which shows how income will equal spend over the short- and medium-term. This can take into account deliverable cost savings and/or local income growth strategies as well as useable reserves. However, a budget will not be balanced where it reduces reserves to unacceptably low levels and regard must be had to any report of the Chief Finance Officer on the required level of reserves under section 25 of the Local Government Act 2003, which sets obligations of adequacy on controlled reserves.

### 4.4 Climate Implications

- 4.4.1 There are no direct climate implications arising from this report. It is expected that individual Committees will consider climate implications as they develop their budget proposals in due course.

### 4.4 Other Implications

4.4.1 No direct implication

**5. ALTERNATIVE OPTIONS CONSIDERED**

5.1 The Council is required to both set a balance budget and to ensure that in-year income and expenditure are balanced. No other alternatives were considered.

**6. REASONS FOR RECOMMENDATIONS**

6.1 This paper is to bring the committee up to date with the Council's current financial position as at Month 6 2022/23.