

SHEFFIELD CITY COUNCIL

POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Thursday 16 March 2023 by the Transport, Regeneration and Climate Policy Committee.

Item No

7. DELIVERY PLAN TO MITIGATE OVERSPENDS AND IMPROVE INCOME GENERATION

7.1 The Committee considered a report of the Executive Director of City Futures on the progress of the 2023/24 budget process. It updated the committee on the plans to mitigate overspends and deliver stalled saving plans to bring forecast outturn back in line with budget, including seeking approval for increases where delegation was not already in place to authorise fee / charge increases. It outlined annual fees and charges to increase not originally identified as part of the budget process, but in scope to increase following additional work with finance colleagues.

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

1. Following the approval by Full Council on 1 March 2023 of the General Fund BIPs
 - a. Agree the detailed fees and charges set out in this report as part of the budget delivery plan; and,
 - b. Agree the additional fees and charges increases which have been reviewed in line with council's financial regulations.

7.3 Reasons for Decision

7.3.1 The recommended fees and charges increases allow the TRC Committee to deliver the overall budget proposal previously agreed and adhere to the council's policies on setting fair fees.

7.4 Alternatives Considered and Rejected

7.4.1 Do nothing

By undertaking none of the proposed actions, TRC committee would not be in a position to achieve the agreed budget for 2023/2024.

7.4.2 Increase fees further

The fees a council can set must, by our own financial regulations, be fair. Additionally, the vast majority of services which fall under TRC are governed by legislation which requires reasonable cost recovery only.

8. LOCAL AND NEIGHBOURHOOD TRANSPORT PROGRAMME 2023/24

8.1 The Committee considered a report of the Executive Director of City Futures outlining the proposed Local and Neighbourhood Transport Programme (LaNTP, formerly known as LTP or Local Transport Plan) for 2023/24. The report included

details of the programme's development, composition and delivery.

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

1. Approves the proposed 2023/24 LaNTP capital programme, subject to the capital and legislative approvals being obtained; and
2. maintains the delegated authority to the Head of Strategic Transport, Sustainability, and Infrastructure to make reserved commissioning decisions necessary to progress the schemes to completion.

8.3 Reasons for Decision

8.3.1 For the reasons outlined previously, the investment in local transport schemes will ultimately help to address the ambitions of Members and deliver against the requests of the Sheffield public, without reliance on external funding opportunities or incorporating these improvements into wider major investment projects. The primary objectives of the fund are detailed below:

8.3.2 The expected benefits from this fund are centred primarily on the community, with improved transport connectivity, increasing accessibility, creating a greater sense of safety, enhancing environmental amenity, and improving health by supporting more active travel movements and tackling road safety issues.

8.3.3 The proposed transport capital programme balances the availability of funding sources with local and national policy to give a clear focus for the 2023/24 financial year.

8.4 Alternatives Considered and Rejected

8.4.1 'Do nothing' has been considered, but is not considered appropriate as this will result in projects not being delivered. The opportunity to use the LaNTP to deliver economic, environmental, and societal benefits would be missed.

8.4.2 It would be possible to consider a different balance between types of schemes as part of the programme. However, it is felt that the proposed programme achieves a good balance.

9. FUTURE FOR THE PROVISION OF ELECTRIC VEHICLE CHARGING POINTS

9.1 The committee considered a report of the Executive Director for City Futures which looked to develop a procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure.

The proposal provided opportunity to support the development of a commercially sustainable network of public electric vehicle chargepoints for residents, businesses and visitors to the City.

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

1. Approves the completion of a commissioning and procurement exercise to appoint external provider(s) capable of providing public electric vehicle chargepoint solutions for residents, businesses and visitors to Sheffield; and
2. Authorises the Executive Director, City Futures, in consultation with the Director of Finance and Commercial Services and the Director of Legal and Governance to procure and enter into contract with provider(s) for this purpose.
3. Note that any expenditure under the appointed contract(s) will be subject to separate authorisation.

9.3 **Reasons for Decision**

- 9.3.1 This recommendation is part of ongoing work with the Council's Commercial Services to achieve a commercially sustainable public electric vehicle charging network for residents, businesses and visitors to Sheffield. Further work will be undertaken including soft market testing with suppliers to ensure the best approach to market is taken. The recommendation provides significant benefits, including the opportunity for:
- A reduction in financial risk to the Council in delivering electric vehicle charging infrastructure
 - The ability to bring in private investment to match government funding and further expand the available network whilst reducing reliance on public funding
 - The ability to access private sector skills, expertise and knowledge to develop a commercially sustainable electric vehicle charging network
- 9.3.2 If the recommendation is supported, the Council would look to procure an external supplier(s) for delivery as outlined above.

9.4 **Alternatives Considered and Rejected**

- 9.4.1 Detailed consideration of the options were outlined in Appendix A to the report.
- 9.4.2 An alternative to the proposed concession (or similar) agreement approach would be to develop specific projects internally and then go out to procure agreements for each of the projects individually. This is not recommended (unless there are project specific requirements that necessitate it) as it would result in a disjointed citywide provision, not bring in the knowledge, skills and expertise of the electric vehicle chargepoint operators making a commercially sustainable network harder to achieve and increase the resource required for both procurement and contract management from the Council.

10. **FIVE WEIRS WALK IMPROVEMENTS**

10.1 The committee considered a report of the Executive Director of City Futures asking to fund from the Local and Neighbourhood Transport Complimentary Programme ((LaNTCP) contingency costs for a project proposing to use external funding form Sustrans to improve specified sections of Five Weirs Walk.

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

1. Approve in principle the making of improvements to sections of Five Weirs Walk as set out in this report (that implements the Local Transport Plan) and agrees that a recommendation is made to Finance Sub-Committee or Strategy and Resources Policy Committee for their approval of the scheme.
2. Approve the allocation of £10,000 from the Local and Neighbourhood Transport Complimentary Programme(LaNTCP) for contingency costs for improvement of Five Weirs Walk, subject to receiving external funding.
3. Note that the Head of Strategic Transport, Sustainability and Infrastructure will under a separate officer decision determine acceptance of a grant of £99,100 from Sustrans, for the purpose of financing improvements to sections of Five Weirs Walk and is part of the wider Local Transport Plan.

10.3 **Reasons for Decision**

10.3.1 Funding to improve off road routes is less of a priority for both Sheffield City Council and Central Government. This is an opportune moment to use external funding for something that may not receive funding from elsewhere.

10.3.2 It will enable a flagship route to be brought up to a consistent standard along its entire length.

10.4 **Alternatives Considered and Rejected**

10.4.1 To alter the priority and resurface the 2nd shorter section at Salmon pastures, it was felt this could be undertaken with a future round of funding.

10.4.2 Resurfacing NCN 627 at Shirebrook Valley – this would require substantial more investment as there is an opportunity to widen the route and it would require planning permission and thus needs a significantly longer lead in time. This section is next on the priority list along with improvements to the Blackburn Valley and Chapeltown routes.

10.4.3 Not undertaking the work. This was felt inappropriate given this is an external funding grant with minimal financial implications for Sheffield City Council.

11. CARTERKNOWLE 20MPH SCHEME TRO CONSULTATION REPORT

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

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

1. Approve the making of the Carterknowle 20mph Speed Limit Order, as advertised, in accordance with the Road Traffic Regulation Act 1984;
2. Note that objectors will be informed of the decision by the Council's Traffic Regulations team; and
3. Note that order will be implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

11.3 **Reasons for Decision**

11.3.1 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.

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

11.4 **Alternatives Considered and Rejected**

11.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Carterknowle. 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.

12. PART-TIME ADVISORY 20MPH SPEED LIMITS NEAR SCHOOLS

12.1 The committee considered a report by the Executive Director of City Futures that set out a proposed programme of part-time advisory 20mph speed limits outside schools using funding from the Road Safety Fund (RSF).

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

1. Approve the design and installation of a programme of part-time advisory 20mph speed limits outside schools using funding from the Road Safety Fund (RSF) subject to the outcome of consultation prior to implementation and no objections being received.
2. Approve the introduction of the first seven part-time advisory school 20mph speed limits in the priority order set out in the report.

12.3 **Reasons for Decision**

12.3.1 Advisory 20mph speed limits outside schools are a low-cost method of reducing speeds at the start and end of the school day in the vicinity of the school. They act to slow drivers at the time of day when vulnerable young people are walking to or from school.

12.3.2 20mph advisory limits in these chosen locations is a cost effect way of achieving the following outcomes:

- Reduction in traffic speeds
- Improve road safety for all by reducing the number and severity of road traffic collisions
- Safer school entrances
- Promote a more pleasant local environment and encourage active journeys
- Improve air quality

12.4 **Alternatives Considered and Rejected**

12.4.1 The alternative option is to do nothing and retain the existing speed limit. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian safety at school times would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our City.