Public Document Pack

Transport, Regeneration and Climate Policy Committee

Thursday 16 March 2023 at 2.00 pm

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

The Press and Public are Welcome to Attend

Membership

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

Sheffield City Council

PUBLIC ACCESS TO THE MEETING

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 . 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, 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.

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.

FACILITIES

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.

TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE AGENDA
16 MARCH 2023

Order of Business

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** Members to declare any interests they have in the business to be considered at the meeting	(Pages 7 - 10)
5.	**Minutes of Previous Meetings** To approve the minutes of the last meeting of the Committee held on 8th February 2023 and also the Extraordinary meeting of the Committee on 19th January 2023.	(Pages 11 - 30)
6.	**Public Questions and Petitions** To receive any questions or petitions from members of the public	
7.	**Work Programme** Report of the Director	(Pages 31 - 54)

<u>Formal Decisions</u>

8.	**Delivery Plan to Mitigate Overspends and Improve Income Generation** Report of the Executive Director, City Futures.	(Pages 55 - 90)
9.	**Local and Neighbourhood Transport Programme 2023/24** Report of the Executive Director, City Futures.	(Pages 91 - 104)
10.	**Future for the provision of electric vehicle charging points** Report of the Executive Director, City Futures.	(Pages 105 - 138)
11.	**Five Weirs Walk Improvements** Report of the Executive Director, City Futures.	(To Follow)

12. Carterknowle 20mph scheme TRO consultation report (Pages 139 - 154)

Report of the Executive Director, City Futures.

13. Part-time Advisory 20mph Speed Limits Near Schools (Pages 155 - 180)

Report of the Executive Director, City Futures.

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on a date to be confirmed.

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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SHEFFIELD CITY COUNCIL

Transport, Regeneration and Climate Policy Committee

Meeting held 19 January 2023

PRESENT: Councillors Mazher Iqbal (Co-Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Craig Gamble Pugh, Dianne Hurst, Ruth Mersereau and Richard Shaw

1. WELCOME AND HOUSEKEEPING

1.1 The Chair welcomed everyone to the meeting and introductions were given.

Councillor Craig Gamble-Pugh with the permission of the chair advised the committee that at the North Local Area Committee on the previous evening it had referred two items to the Transport, Regeneration and Policy Committee for consideration. As this was an Extraordinary meeting of the committee it was advised that these two referrals would come to the next ordinary committee on 8th February 2023.

2. APOLOGIES FOR ABSENCE

2.1 An apology for absence was received from Councillor Julie Grocutt.

3. EXCLUSION OF PRESS AND PUBLIC

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

4. DECLARATIONS OF INTEREST

4.1 No interests were declared at the meeting.

5. PUBLIC QUESTIONS AND PETITIONS RELATING TO THE ISSUES TO BE DISCUSSED ONLY

5.1 No public questions or petitions were submitted to the meeting.

6. TRAFFIC MANAGEMENT ACT PART 6 - APPLICATION TO THE DEPARTMENT FOR TRANSPORT TO ENFORCE MOVING TRAFFIC OFFENCES

6.1 The Committee considered a report of the Executive Director, City Futures that advised earlier this year and following a change in the law, the Department for Transport (DfT) confirmed that Local Highway Authorities in England and Wales had the opportunity to apply for a Designation Order to undertake enforcement in respect of Moving Traffic contraventions in their areas.

This meant traffic enforcement cameras could be used to enable the Council to

enforce a variety of existing traffic restrictions on Sheffield's roads, to help improve safety and reduce congestion. These restrictions were previously only enforceable by the police and include driving through a 'No Entry' sign, turning left or right when instructed not to do so i.e., banned turns, entering yellow box junctions when the exit is not clear, and driving where and when motor vehicles are prohibited. The use of enforcement powers could also be a key tool in the development of the Councils new transport strategies and implications of schemes, aimed at improving infrastructure for buses, cycles and pedestrians, aligned to current Department for Transport policy.

The report set out the background, benefits and issues associated with moving traffic enforcement. It also summarised the consultation process, which received a total of 596 public comments, including the reporting of objections and the respective response.

The report concluded with a recommendation that Sheffield City Council applies to the Department for Transport for a Designation Order, following the process set out in statutory guidance, so as to enable moving traffic enforcement.

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

1. considered the objections received in response to the public consultation in respect of the restrictions (Appendix A) and the sites at which they were proposed to be enforced (detailed in Appendix B) and decide that, in light of those objections, the Council is to apply to the Department of Transport under Schedule 8 of the Traffic Management Act 2004 to request that a Designation Order be made in respect of the entirety of the Sheffield City Council civil enforcement area;

2. following the making of the Designation Order, approves the commencement of enforcement in respect of those moving traffic offences so as to improve safety and tackle congestion;

3. notes that further public consultation in accordance with the relevant statutory guidance must be carried out before moving traffic enforcement can be implemented in respect of further locations/restrictions which are outside of those detailed in Appendix B and;

4. where further sites are proposed for enforcement of moving traffic offences, authorise the Head of Strategic Transport, Sustainability and Infrastructure to commence consultation on those proposals in accordance with the relevant statutory guidance and, where no objections are received in response, proceed with implementation.

6.3 **Reasons for Decision**

6.3.1 Road Safety is of paramount importance for the City of Sheffield and our residential and business communities. As an Authority, there is a commitment to achieve a transport network that meets the Vision Zero by 2050, meaning that any death or

serious injury on the highway network is considered as one too many. This supports the long-term goal of zero people killed or seriously injured on Sheffield's roads within the next 28 years.

6.3.2 This principle has been adopted by the South Yorkshire Safer Road Partnership, in coalition with our South Yorkshire partners, including South Yorkshire Police, South Yorkshire Fire and Rescue and the constituent Local Authorities. This aligns with local, regional and national policy directions. Greater enforcement of the highway network, achieving via the moving traffic offence enforcement powers is key to achieving this ambition.

6.3.3 There are benefits that can be derived from a greater level of enforcement, to ensure the safe and efficient use of the highway for all road users, specifically in relation to road safety and network management principles. In addition to this, the drawing down of these powers will help relieve pressure on local Police resources. These powers would provide us with the ability to protect highway users from unlawful vehicle manoeuvres and allow us to target and protect specific locations where routine dangerous movements are occurring.

6.3.4 In relation to congestion and network management, more control over vehicle movements at key intersections would ensure a greater level of resilience of the network. Illegal movements at key junctions have significant impact on the flow of traffic and at present many of these actions go unpunished due to the availability of policing resources. The enforcement of these movements would reduce the occurrence, which has the primary benefit of improving safety for all highway users. It would also allow our Urban Traffic Control centre to operate in a more routine and consistent manner, particularly in relation to managing signal strategies and queuing traffic.

6.3.5 From a policy and strategy perspective, Sheffield City Council has previously appealed to the Department for Transport for the designation of these powers. This occurred in 2012 with a specific representation to the Department followed by requests via the Yorkshire and Humber Traffic Manager Forum. Most recently we have developed and adopted a Sheffield Transport Strategy, to which we have highlighted an action to develop and review our parking and traffic enforcement policy, and to lobby for the Sheffield to be granted powers to enforce moving traffic offences under the decriminalised enforcement regime. The letter was therefore clearly aligned to our strategic position.

6.3.6 The report outlined Sheffield City Council's intention, as Local Highway Authority, to include the whole of the Sheffield Administrative Boundary as the operational extent of the Designation Order, including all roads classified as public highway. Roads excluded would therefore only be those roads not under our direct control such as the Strategic Road Network (Highways England) and private land. This also includes all the Traffic Signs that the Government has agreed to implement. This would ensure rollout across the city, to assist future scheme development and policy implementation.

6.3.7 Every effort to make the highway safer, in accordance with our statutory obligation being made at present. The opportunity for greater enforcement will bolster design

processes, with the ultimate aim to prevent illegal movements, these powers significantly improve this. As the country, region and city moves towards a transport network which seeks to promote active travel and public transport, road safety for vulnerable road users is essential and the management of congestion on public transport corridors is critically important.

6.3.8 The responses to the consultation are addressed earlier in the report and the extent of the support for the proposals versus those who object is noted. Further, having considered the breadth of the response from the public and other consultees it is considered that the recommendations of this report should be taken forward on the basis that the benefits of the proposals set out in the preceding paragraphs of this section are considered to outweigh the concerns raised.

6.4 **Alternatives Considered and Rejected**

6.4.1 **Do not submit** – this would result in Sheffield City Council deciding not to submit its application for a Designation Order to enable the use of its powers to carry out moving traffic enforcement. This is not considered recommended for the reasons already outlined in this report.

6.4.2 **Postpone Submission** – There is an option to postpone the submission of the application of the Designation Order. This is not recommended as the DfT has indicated that the opportunity to draw down the powers may not be available after this date. Additionally, if an application is made to the January 2023 deadline this will enable a more expedient implementation.

6.4.3 **Reduce the number of sites** – This has been considered but not recommended as each site poses a different set of contraventions and local circumstances that would be useful to test camera enforcement

6.4.4 **Do not apply for City Wide implementation in the Designation Order** – This option would mean that Sheffield City Council only requests the power at the specific sites identified. Although this would still provide benefit, it would only do so for the specific sites. It would also preclude further roll out across the administrative area without a further application and therefore limit the use of these powers in future scheme implementation and policy development. It is therefore not recommended.

6.4.5 **Do not apply for all the moving traffic contraventions (outlined in Appendix A)** – Specific moving traffic offences could be requested. This is not recommended as it is not clear exactly which offences would need to be enforced, beyond the site-specific requirements already identified, at this point in time. Therefore, it would be pragmatic to request all the moving traffic offences so they can be used when required, on a site by site, scheme by scheme basis.

7. TASK AND FINISH GROUP FOR DECARBONISATION ROUTEMAP

7.1 The Committee considered a report of the Executive Director, City Futures that

seeked approval to appoint a Task and Finish Group to oversee work to develop the Decarbonisation Routemap, as discussed in the committee briefing November 2022. Membership would be drawn from the Transport, Regeneration and Climate Policy Committee.

The Terms of Reference of the Group were appended to the report.

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

1. Approves the appointment of a Task and Finish Group on the terms of reference at Appendix A described in this report to oversee work to develop the Decarbonisation Routemap to the point of bringing these through for approval at the relevant committee, with the amendment to membership of the Task and Finish Group to 6 members and the membership could also include substitute members and not restricted to Transport, Regeneration and Climate Policy Committee Members but including other SCC Committee members.

2. Agree in principle to future reconvening of the Task and Finish Group for the chapters due to development in 2023-24, subject to Committee schedule.

7.3 **Reasons for Decision**

7.3.1 The Task and Finish Group would bring together a small, focused group of members to examine key housing policy issues and provide clear advice to officers developing the strategy. Cross party representation would mean that political agreement was reached at an early stage of the process allowing the strategy to progress.

7.3.2 This has been a significant barrier to the development of decarbonisation activity in the past. The group will feedback advice given, and progress on the work programme to the Policy Committee, so the Committee can make informed decisions on the Routemap.

7.4 **Alternatives Considered and Rejected**

7.4.1 An alternative would be to deliver a series of Knowledge Briefings for the Transport Regeneration and Climate Policy Committee. This was rejected as it would not enable constructive debate and advice to be provided to officers, and the existing Committee work plan commitments would mean this would add further time to the process.

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S H E F F I E L D C I T Y C O U N C I L

Transport, Regeneration and Climate Policy Committee

Meeting held 8 February 2023

PRESENT: Councillors Mazher Iqbal (Co-Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Craig Gamble Pugh, Dianne Hurst, Ruth Mersereau, Richard Shaw and Barbara Masters (Substitute Member)

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received by Councillor's Julie Grocutt and Ian Auckland. Councillor Barbara Masters attended the meeting as a substitute member.

2. EXCLUSION OF PRESS AND PUBLIC

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

3. DECLARATIONS OF INTEREST

3.1 There were no interests declared at the meeting.

4. MINUTES OF PREVIOUS MEETING

4.1 **RESOLVED:** that the minutes of the meeting held on 15th December 2022 were agreed as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 The Policy Committee received five petitions from members of the public.

The Policy Committee received a petition 'Traffic-Calming Measures on Seagrave Crescent'. Trevor Jackson attended the meeting and presented the petition to the committee.

The petitioner explained that he had lived on Seagrave Crescent for 38 years and it used to be a quiet road. In 1993 Supertram was installed meaning that road traffic was unable to turn right from Ridgeway Road onto Hollinsend Road, due to this Seagrave Crescent became a shortcut for getting to Hollinsend Road and beyond. Between the hours of 3pm and 4pm, the amount of cars passing through Seagrave Crescent was 268 vehicles. The petitioner acknowledged that nothing could be done about the volume of traffic but explained that the excessive speed was an issue and was making it dangerous due to three blind bends and this was where the accidents generally happened. The petitioners own car had been hit twice causing considerable damage, three garden walls have also been demolished by drivers coming off the road. The petitioner also read out

comments made by residents of Seagrave Crescent who fully supported the petition. The area was surrounded by streets that had 20mph speed limits, even on cul-de-sacs. Traffic calming measures that residents would like to see installed were 20mph speed limit signs and slow down signs painted on a red background on the roads surface.

The Chair thanked the petitioner for bringing the petition and advised that he would request that officers investigate the issues raised and a full response would be provided. The Chair advised that he would be happy to meet with the residents and local ward councillors regarding the issues raised.

5.2 The Policy Committee received a petition 'Re-open Little London 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.

5.3 The Policy Committee received a petition 'End the closure of Archer Lane'. There was no speaker to this petition. At the request of the petitioner the Chair read out the petition on their behalf. The petition was noted, and the petitioner be provided with a written response in respect of the issue.

5.4 The Policy Committee received a petition 'Access by taxis'. 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.

5.5 The Policy Committee received a petition 'Barrier connecting School Road and Netheroak Drive, Beighton. Michael Chiltern attended the meeting and presented the petition to the committee.

For the past 10 years there has been a barrier at the end of school road in Beighton to prevent off road bikers and cyclist from going down at speed. A few months ago, without any consultation with residents, the barrier was replaced with a single bollard and this has enabled off road bikers to ride down there at very dangerous speeds. In 3 hours, the residents managed to compile a petition of 300 names. The two issues were that there was no consultation with residents or councillors and secondly the bollard is making it dangerous, the path was right next to an infant and junior school, which was used on the school run. Residents were in attendance to speak and explain how dangerous the lane was.

The Chair thanked the petitioner for bringing the petition and advised that he would request that officers investigate the issues raised and a full response would be provided. The Chair also offered to visit the site along with ward councillors and talk to residents regarding a solution.

5.6 The Policy Committee received nine questions from members of the public. Five members of the public did not attend to ask their question, a written response would be provided.

Question from: Samantha Nicholson

When will work be starting on the speed calming measures opposite Westfield

Playground?

The Chair thanked the questioner and stated that due to the limited funding that we receive from Government for transport and road safety improvements in Sheffield we have to take a worst first approach to prioritising our funding at those locations where the need is greatest. Having considered this location there are a number of other locations in the city that have been assessed as a higher priority.

However, given the desire from Local Ward Members for traffic calming measures to be introduced officers from our Transport Planning team have previously been in discussions with the South East LAC about the potential for them to support traffic calming measures at this location. The LAC have been provided with costs for a potential scheme at this location so that they can consider whether this can be funded from their local CIL allocation. At this time, we have not received confirmation that the LAC consider this scheme a priority for funding and therefore we are not able to take forward a scheme at this location.

Questions from: Richard Brogden

- Have the committee read, and considered the details addressed within my letter (form LWT Dental Care) dated 2/2/23?
- In view of the proposed parking alterations within the Ecclesall Road, and specifically Hunters Bar areas, where would the committee suggest vulnerable, inform, frail and elderly patients would park upon change implementation?
- Has the committee performed a realistic analysis as to how parking would be affected, and what would happen in real terms upon implementation of this project? Could these please be made available for our perusal?
- Has the committee given any real consideration to the adverse effects on businesses along Ecclesall Road?
- Does the committee give due consideration to discrimination against vulnerable individuals, as highlighted within my letter, when formulating and consulting on transport and infrastructural projects?
- Given the fact that our practice has not received direct communication relating to this project, would the committee consider extending the consultation process to allow us to engage with our patient base to discuss the implications of these changes to the highway?
- Could you please explain why there has not been proposed changes placed on telegraph poles / signposts in and around the affected areas, in the same way as planning permission projects are subject to? With such a big highways project such as this, could the committee offer an explanation as to why the project has been so under-advertised?
- Specifically, to our practice, please can the committee offer any alternative suggestions for our patients as to where they are expected to park?

The Chair thanked the questioner for highlighting the concerns regarding the

Abbeydale Road and Ecclesall Road bus priority project and the project consultation.

I have read your letter and understand your concerns.

It is worth stating at this point that following consultation on the proposed bus priority schemes on Ecclesall Road and Abbeydale Road the Council has not yet made a final decision whether it should take implement changes to junction improvements, traffic management changes, pedestrian crossings, bus lane operating hours or red route restrictions.

The consultation was undertaken between the 17th November 2021 and the 21st January 2022 and was widely advertised. A press release was issued at the commencement of the consultation to major regional and local media outlets. Key community groups and businesses were invited to webinars to comply with Covid-19 restrictions, and meetings were also undertaken with relevant ward Councillors, Members of Parliament and bus operators. Consultation postcards were posted to over 16,000 residential and business properties. In order to ensure the project plans were readily available they were put on the Connecting Sheffield website. There were over 3,600 comments received.

At present our Committee work programme sets out that a report on these schemes will be presented at a meeting in June 2023. This report will include analysis of the consultation, parking surveys, and the potential benefits and disbenefits of any changes, and where appropriate what different options have been considered. This will include an Equalities Impact Assessment and a Climate Impact Assessment.

However, it is worth reiterating that the consultation posed initial questions to gauge opinion on potential changes to bus lanes and red routes and was not a formal statutory consultation on final proposals. If at the June meeting of the TRC Committee it be determined that changes to the bus lane hours of operation or red routes should be taken forward a further statutory consultation stage on final detailed proposals will then be required.

Questions from: Lewis Elliott

Sheffield prides itself on being one of the greenest cities in Europe, and our council has committed to ‘put climate at the centre of decision-making’. As a green city, we should make a real commitment to protect our natural spaces, by transitioning to plant-based eating and future-proofing our food system. You declared a climate emergency and pledged that the city will be zero carbon by 2030. I’m proud to be a resident of a city that clearly recognises the severity of the crisis we face and has started to act to rectify this issue.

However, this action needs to include every aspect of council activities, specifically the provision of food. Other councils, for example Oxfordshire, Cambridge and Lewisham have committed to serve only plant-based food at their events.

Within your responsibility for food provision, you could lead by example and demonstrate how to source food in a sustainable way, to protect the future for next generations, in the face of climate emergency. This can be achieved by offering only Plant-based food at council managed institutions. Food production can be a key solution as opposed to the huge problem that it currently is - with animal agriculture as the leading cause of climate and ecological breakdown. You acknowledge in your own '10-point plan for climate action' one of the key benefits being reducing biodiversity loss. Our food-system is key in protecting our biodiversity, and thus you could take real steps to help here by making this change. Climate leadership will be demonstrated in this decision - other councils will follow suit, meaning that we can see real meaningful change for the better on this issue.

Sheffield, a city of sanctuary, prides itself on cultural diversity and inclusivity. Plant-based food is the most inclusive option that suits all individuals' dietary requirements. A study at Oxford University in 2018 demonstrated that that a balanced plant-based diet is healthy and nutritious for people at all stages of life - and further studies have demonstrated how Plant-based eating is additionally a key solution to public health issues, in that it can reverse non-communicative health conditions such as heart disease and diabetes - this is in the midst of an extremely worrying NHS crisis.

On top of all this, meat and dairy are almost always the most expensive part of a meal. We can reduce food cost, and increase affordability for some of the most vulnerable in our society during a cost-of-living crisis.

I am aware that in addition to internal catering the council also holds contracts and leases for many services and venues that include a food offer, for example leisure centres and parks cafes - at which you could make a huge savings in both carbon emissions and expense by serving only plant-based meals.

Finally, I would like to point out that normalising plant-based eating has the potential to set a precedent in our city and a really important one - that we should be eating sustainable healthy food to protect everyone.

So, I ask you, members of Sheffield City Council, will you make a commitment to plant-based catering at council managed events and institutions? Let us show the world that Sheffield is a city that takes sustainability seriously and is committed to creating a better future for all.

The Chair advised that the question was very timely.

In Sept 2021 the council committed to developing a Food Strategy linking the need to reduce carbon emissions and to boost biodiversity to protect nature, along with developing a wellbeing economy and improving health equality across the city.

Pending review, in due course Sheffield City Council will be releasing a new Food

Strategy which will reaffirm the council's position that we should use our influence as a large public sector organisation to reduce the impact of local food production and consumption on the environment.

One of the focus of this strategy will be to have a more resilient food system that doesn't harm the planet. We will reference Henry Dimblebys recommendations that suggests that the national diet should contain 30% more fruit and vegetables; 50% more fibre; 25% less high fat, salt, and sugar foods; and 30% less meat by 2032 (The National Food Strategy - The Plan). However whilst supporting this, we also need to make sure that healthy and nutritious foods are more affordable, as national studies show that healthier food currently costs more per calorie The Broken Plate 2021 | Food Foundation.

As councillors we are aware of the high impact that meat and dairy consumption has on carbon emissions and biodiversity. However, there are a range of factors we would need to consider before reaching a policy position on plant-based catering. Nevertheless, plant-based policies are certainly something that will be getting our consideration as we move forward with the new Food Strategy.

SCC recognises that leading by example in this space is important and developing upstream policy measures can make a huge difference. Due to this, a public consultation will be carried out shortly to understand the publics views on implementing existing/new policies that will help improve our food environment, and safeguard against the negative impacts that unhealthy foods can have on the Sheffield public. This consultation includes the possibility of increasing plant-based food options in our venues.

An example of where the council has already used our buying power to support our environmental and sustainability objectives is the contract for school food that we procure on behalf of around half of the city's schools. The contract for this service has a range of requirements relating to environmental impact and sustainability. Specific to meat and dairy reduction the provider has committed to increasing the proportion of plant based protein in their meals, having plant-based dishes available for all, not just those following a vegetarian or vegan diet, and highlighting to pupils and their families the environmental and nutritional benefits that plant-based choices bring. Over the coming year and beyond, we hope we may be able to use our buying powers to influence offerings on other sites such as the ones mentioned in your question.

Questions from: James Martin

Given the difficulties for guide dog users in particular to navigate around segregated cycle routes where level difference is not part of a scheme will the committee:

- Be aware of this compromise in the design in discussions today and in particular that future schemes must not take Fargate as a golden reference?
- That some of the challenges and frustration of the Access Liaison Group relate to the lack of lived experience engagement early on in the journey of

changing direction from the Connecting Sheffield and Grey to Green approach that has led to a sub-optimal solution from an accessibility perspective?

- Note the paper shared with the committee giving the rationale of the groups view given the challenges and timescales of the investment plans?

The Chair stated that he spoke to the Deputy Chair and the spokesperson before the meeting to see if they would be happy to meet with you outside of the meeting to discuss as there are some serious questions and concerns raised. A meeting would be arranged. The Chair also thanked James and his colleagues for the work that they do in the city.

6. WORK PROGRAMME

6.1 The Committee received a report containing the Committee's work programme for consideration and discussion. The aim of the work programme was 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 Member input to it was invaluable. Sections 2.1 in the report; references from council and petitions were noted.

Councillor Gamble-Pugh made reference to the two referrals that had been made by the North Local Area Committee. One referral was around the Policy on Speed on Rural Roads. Stannington Councillors had been contacted requesting a reduction of speed limits on Rails Road, Swift Street and Chapel Street. It was believed it raised wider questions about the approaches to speed on rural roads. The second referral was about the Policy on Residents Parking Schemes. East Ecclesfield councillors had been contacted by residents of Smith Street, Chapeltown requesting a residents parking scheme. A survey had shown a very high level of support however Members of the LAC had been told no residents schemes were possible outside of the city centre.

Councillor Gamble-Pugh was of the view that the policies needed to be reviewed.

The Head of Strategic Transport and Infrastructure advised that the Parking Strategy previously agreed was to deal with the pressures around the City Centre. A further discussion would be needed around Policy development to give people clearer information and what priority order the schemes were dealt in.

The Head of Strategic Transport and Infrastructure advised that he was happy to have a discussion and give clarity on the process and what could be done.

Councillor Andrew Sangar urged the Governance Committee to ensure that the Policy Committee's work programmes were manageable.

The Chair advised that the Governance Committee were taking on the concerns as part of the review.

Councillor Craig Gamble-Pugh was disappointed that the committee had not yet been able to discuss Climate issues.

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

1. that the Committee's work programme, as set out in **Appendix 1** be agreed, including any additions and amendments identified in **Part 1;**
2. that consideration be given to the further additions or adjustments to the work programme presented at **Part 2** of **Appendix 1**;
3. that Members give consideration to any further issues to be explored by officers for inclusion in **Part 2** of **Appendix 1** of the next work programme report, for potential addition to the work programme; and
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.

7. REVENUE BUDGET MONITORING REPORT - MONTH 8

7.1 The committee considered a report of the Director of Finance and Commercial Services that brought the Committee up to date with the Council's financial position as at Month 8 2022/23

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

Notes the Council's financial position as at the end of November 2022 (month 8).

7.3 **Reasons for Decision**

7.3.1 The paper was to bring the committee up to date with the Council's current financial position as at Month 8 2022/23.

7.4 **Alternatives Considered and Rejected**

7.4.1 The Council was required to both set a balanced budget and to ensure that in-year income and expenditure were balanced. No other alternatives were considered.

8. PARKHILL PARKING SCHEME

8.1 The Chair proposed that the Parkhill Parking Scheme report be deferred to a later meeting.

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

Agrees to defer the report to a later meeting to allow further work to be carried out, including further discussions with ward members.

8.3 **Reasons for Decision**

8.3.1 To allow further work to be carried out, including further discussions with ward members.

8.4 **Alternatives Considered and Rejected**

8.4.1 Not applicable

9. INTRODUCTION TO SHEFFIELD'S CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS)

9.1 The committee considered a report of the Executive Director, City Futures that provided information to the Transport, Regeneration and Climate Change Policy Committee (TRCPC) on the proposals for £135m for schemes in Sheffield, outlined as part of the £570m allocated to South Yorkshire Mayoral Combined Authority (SYMCA) following the City Region Sustainable Transport Settlement (CRSTS) submission.

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

1. Approves the continuation of CRSTS scheme development detail in consultation with internal and external stakeholders;

2. Approves the current scheme allocations in section 1.9 in the programme (including £10.1m to enable the Chesterfield Road corridor to progress immediately through the SCC capital approval process);

3. Notes that the £50,847,458 allocation for the tram renewal project will be delivered by SYMCA, with the value of the contribution having been agreed through the SYMCA governance process as part of the bid submission);

4. Notes that SYMCA have been working with the DfT to see how to help manage CRSTS at a programme level, however, mechanisms for managing allocations between schemes are yet to be determined, including any local flexibility for this. It is proposed that any amendments to the CRSTS programme will be made through updates to this committee and SYMCA as appropriate;

5. Delegates the finalisation and submission of internal and external Business Cases for future schemes to the Head of Strategic Transport, Sustainability and Infrastructure in consultation with S151 officer and Chair(s) of Transport, Regeneration and Climate Policy Committee;

6. Notes that relevant projects will be submitted through the Council’s Capital approval process, managed through Strategy and Resources Policy

committee;

7. Approves the utilisation of £5.044m of CRSTS funding allocated for the completion of TCF projects, to support increased costs on the Transforming Cities Fund, Housing Zone North Scheme. This will be accommodated within the CRSTS programme.

9.3 **Reasons for Decision**

9.3.1 The City council's City Region Sustainable Travel Settlement identified the wider strategic benefit in delivering a package of sustainable travel improvements to key routes in the City. This would improve connections between the city centre and local centres by public transport, cycling and walking, along with a key contribution to the renewal of the Supertram network. This was line with the City councils transport strategy too.

9.3.2 Recognising the strategic importance of sustainable travel, the City council also submitted the programme through the SYMCAs CRSTS programme in line with the DfTs ask. The recommendations in the report are the next step in the project delivery process.

9.3.3 Entry to the CRSTS programme required rigorous assessment and compliance with established SYMCA processes and procedures in the assessment of options. The requirements were understood and were well known to the Council, with previous schemes having been subject to SYMCA requirements and progressing successfully.

9.4 **Alternatives Considered and Rejected**

9.4.1 '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, as take-up of sustainable travel choices would be considerably slower than with the project;
- Failure to promote the sustainability to the Supertram network;
- Reduced facilities for public transport, pedestrians and cyclists, failing to encourage more active and sustainable travel choices;
- No identified funding to cover the increased costs of the Transforming Cities Fund: Housing Zone North project;
- Increased carbon emissions on key routes as traffic levels continue to grow;
- Wider social and environmental benefits not being realised.

10. EAST BANK ROAD ACTIVE TRAVEL PROJECT: APPROVAL TO PROCEED THROUGH DESIGN AND DELIVERY

10.1 The committee considered a report of the Executive Director-City Futures that provided the context for a recommendation to progress with the development of the East Bank Road Active Travel Project, subject to agreement from the DfT to a revised project end date.

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

- Approves the continuation of scheme development detail in consultation with internal and external stakeholders funded from the scheme development within the Road Safety Fund until confirmation of funding deadline for the ATF3 programme;

- Subject to agreement from the DfT to a revised project end date, approve the submission of the project through the Councils Capital approval process (managed through Strategy and Resources committee) as well as the SYMCA assurance process to access the funding.

10.3 **Reasons for Decision**

10.3.1 The East Bank Road Active Travel Project is part of the South Yorkshire Mayoral Combined Authority (SYMCA) ATIP and the delivery is key to maintaining accessibility to key employment sites and local facilities along with the wider city for the communities just south of the City Centre. This would be achieved through access to safe, sustainable modes by connecting with and beyond the Sheaf Valley Cycle Route, to the Grey to Green project, wider Transforming Cities Fund programme, and the City's transformational Connecting Sheffield Programme.

10.4 **Alternatives Considered and Rejected**

10.4.1 Not moving forward with the project would mean that the take-up of sustainable travel choices would be considerably slower than with the project, it would also mean we would be unable to provide safe and reliable sustainable routes for many residents travelling to employment and to local facilities.

10.4.2 This would result in a delay to the Transport Strategy outcomes, along with no contribution to the one-year plan.

10.4.3 The benefits that would result from the enhancement of sustainable travel provision, such as reduced car usage and increased economic activity, would not be felt under this alternative option, or would be felt some time in the future, and therefore the benefit would be significantly diminished. Similarly, not moving forward with the project now would mean that the wider social and environmental benefits would not be realised.

11. FUTURE HIGH STREET FUND UPDATE

11.1 The committee considered a report of the Executive Director, City Futures that updates on Sheffield's Future High Streets Fund (FHSF) scheme that was made up of three distinct interventions, FHSF Public Realm and Infrastructure, FHSF Event Central and FHSF Front Door Scheme.

The paper provided a general update on all interventions of the scheme and highlighted the cost increases in relation to construction of the FHSF public realm and infrastructure works at Fargate, High Street and Castle Square.

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

a) subject to approval by the Finance Sub-Committee or Strategy and Resources Policy Committee, agree in principle to:

i) the prioritisation and phasing of public realm and infrastructure works with Fargate as set out in the report;

ii) submits a project change request to DLUHC under the MoU for their approval to the proposed prioritisation, phasing and scope change to the public ream and infrastructure;

iii) obtains DLUCH approval for a project change request before implementing the delivery of Phase 1 of Public Realm and Infrastructure, as set out in section 1.6 of the report;

iv) secures additional funds from SYMCA Gainshare to meet the budget shortfall on Phase 1;

v) seeks further capital funds to deliver Phase 2 of works to High Street and Castle Square at a future date.

b) Agrees to a recommendation being made to the Finance Sub-Committee or Strategy and Resources Policy Committee for approval to:

i) implements a) (i)-(iv) above;

ii) agrees a budget increase as set out in section 6 of this report; and

iii) underwrites the shortfall in funds to delivery Phase 1 until additional funds are secured from SYMCA Gainshare and/or alternatively for this shortfall to be met from the corporate investment funds (where SYMCA Gainshare is not achieved).

iv) agrees reallocation of GBF funds to FHSF Events Central, enhancement works at Balm Green Gardens and the Barkers Pool building as set out in section 3 of this report;

v) agrees the reallocation of remaining Front Door Scheme funding to the FHSF public realm and infrastructure work as set out in section 1.4.2 of this report.

c) That an update report be brought back to the committee in six months' time.

11.3 **Reasons for Decision**

11.3.1 To ensure a first phase of transformational public realm and infrastructure works is commenced and substantially completed ahead of the DLUHC stated expenditure deadline of 31st March 2024.

11.4 **Alternatives Considered and Rejected**

11.4.1 Do Nothing – Value engineering had already been undertaken and was reflected in the cost estimates above. It is Officers view that even a much reduced scheme on Fargate alone within the approved budget would not deliver the transformational change consulted on and fail to achieve the outputs and outcomes approved by Government.

11.4.2 Do More – To deliver the full package of public realm and infrastructure works in a single phase would require a total of c£8.7m of additional funding. It was not deemed viable to secure or underwrite this amount of funding to enable a start on site in Spring 2023. Further delay risks breaching the FHSF funding deadline of 31st March 2024, risk of construction costs increasing further, the loss of the appointed contractor with resultant reputational damage to the Council. For these reasons it was proposed that High Street and Castle Square were delivered at a future date.

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Report to Transport, Regeneration and Climate Committee

DATE 16th March 2023

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

Subject: Committee Work Programme – Transport, Regeneration and Climate

Author of Report: Amanda Clayton, Principal Democratic Services Officer

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.

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

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	The potential impact of the Sheffield Clean Air Zone on air pollution across the rest of the City.
Referred from	**North East LAC 17th January 2023**
Details	The following question was received at the North East Local Area Committee meeting on 17 January, 2023:

	In view of the imminent introduction of a City Centre Clean Air Zone which, through traffic displacement, is forecast to worsen already illegal levels of air pollution along some of our local roads, what measures are being taken in North East Sheffield to minimise this health and life threatening assault on some of the poorest districts in the city? Is the city council giving these areas additional finance to reduce this deliberate threat to our public health? Or does our council accept that our residents are relatively expendable as we live in a sacrifice zone where our life expectancy is already up to ten years less than other some other parts of the city?
Comments/ Action Proposed	A response has been provided by the CAZ programme manager, direct to the LAC manager.

Issue	Driving Forward the Heritage Strategy for Sheffield
Referred from	**Council 20th February 2023**
Details	Council requests that the Transport, Regeneration and Climate Policy Committee adds the future of the city's paused Conservation Areas, such as the one at Castlegate, to its work programme, as this Council believes they can bring positive economic, social, environmental and cultural benefits, together with heritage funding, to the communities they serve.
Comments/ Action Proposed	Officers have noted the motion, will review it and will provide a response to the TRC in due course.

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.	August/September/ October 2023
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 more full committee update briefings on a semi regular basis.	October 2023
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 2023
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 2023
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 2023
Climate Change	Formal Elected Member training	TBC
Funding Landscape	Familiarisation with Directorates Funding and potential external sources of funding	June 2023

Appendix 1 – Work Programme

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

Item	Proposed Date	Note
NEW		
Carterknowle 20mph scheme TRO consultation	**16th March 2023**	
Five Weirs Walk Improvements	**16th March 2023**	
Part-time advisory 20mph speed limits near schools	**16th March 2023**	Previous consideration given at December 2022 meeting.
AMENDMENTS		
Parkhill Parking Scheme	**June 2023**	Item was deferred at the meeting on 8th February 2023
Green Parking Permit Removal	**TBC**	Item deferred to a later date. Removed from 16th March 2023
Heart of the City	**TBC**	Item deferred to a later date. Removed from 16th March 2023
Sheaf Valley Masterplan	**TBC**	Item deferred to a later date. Removed from 16th March 2023
Kelham Parking Scheme	**June 2023**	Item deferred to a later date. Removed from 16th March 2023
Report objections to the Experimental Traffic Regulation Order for Broomhill Shopping Precinct	**June 2023**	Item deferred to a later date. Removed from 16th March 2023
EATF Legacy Projects: Division Street	**June 2023**	Item deferred to a later date. Removed from 16th March 2023

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.

Topic	Plant-based Food
Description	As a green city, we should make a real commitment to protect our natural spaces, by transitioning to plant-based eating and future-proofing our food system. Could the Council make a commitment to plant-based catering at council managed events and institutions.
Lead Officer/s	Jessica Wilson

Item suggested by	Councillor Julie Grocutt
Type of item	Discussion
Prior member engagement/ development required *(with reference to options in Appendix 2)*	
Public Participation/ Engagement approach*(with reference to toolkit in Appendix 3)*	
Lead Officer Commentary/Proposed Action(s)	Public Health officer happy to brief the committee and suggests involving internal conferencing for consideration of practical implications.

Part 3: Agenda Items for Forthcoming Meetings

Meeting 6	**16th March 2023**	Time 2pm					
Topic	**Description**	**Lead Officer/s**	**Type of item** • *Decision* • *Referral to decision-maker* • *Pre-decision (policy development)* • *Post-decision (service performance/ monitoring)*	*(re: decisions)* **Prior member engagement/ development required** *(with reference to options in Appendix 1)*	*(re: decisions)* **Public Participation/ Engagement approach** *(with reference to toolkit in Appendix 2)*	**Final decision-maker (& date)** • This Cttee • Another Cttee (eg S&R) • Full Council • Officer	**Internal Deadlines** (i.e. funding deadlines, submission deadline etc)
Delivery plan to mitigate overspends and income generation	Develop and implement plans to mitigate overspends and deliver stalled saving plans to bring forecast	Wil Stewart	Decision	Development of work already undertaken for BIPS		This Cttee	

	outturn back in line with budget, and discuss opportunities for income generation.						
Local and Neighbourhood Transport Programme 2023/24	Update on 23/34 programme	Tom Finnegan-Smith/Matt Reynolds	Decision			This Committee	
Future for the provision of electric vehicle charging points	It is proposed that the council procure an external provider to work with to deliver EV charging infrastructure in the City through a commercial agreement. The proposal provides opportunity to support the development of a larger, more commercially sustainable network of public electric vehicle chargepoints for residents,	Matt Reynolds/Tom Finnegan- Smith	Decision	This report follows on from action contained within the Transport and Regeneration Committee report, *Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, 21st September 2022*, to develop a procurement proposal for a commercial partner(s) to work with Sheffield City	Increasing the number of public charging points for electric cars was a popular 'other' suggestion during the consultation carried out in relation to the Clean Air Zone, where in addition to the high cost of electric vehicles, the lack of electric vehicle charging points was highlighted as a key barrier to investing in	This Committee	

	businesses and visitors to the City.			Council to deliver EV charging infrastructure through a concession agreement.	cleaner vehicles.		
Carterknowle 20mph scheme TRO consultation report	The report is to detail objections received following the traffic regulation order consultation on the above scheme.	Tom Finnegan-Smith	Decision	Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the consultation going live. Mazher Iqbal has been sent an email with details of the 2022/23 20mph programme. The up to date 2022/23 programme Is also included in all objection reports	Letter sent to all affected properties with plans and various ways to comment/ object to the proposals Street notices with information about the affected streets placed on lighting columns on all effected streets detailing how to comment/ object or request more information Speed limit order	This committee	

					advertised in Sheffield Telegraph Sheffield Council website has plans of the proposals with ways to comment/ object to proposals		
Five Weirs Walk Improvements	To approve an external grant provide by Sustrans in order to improve a short section of Five Weirs Walk	Paul Sullivan/Kate Martin	Decision	Committee chairs and spokes persons briefed.	Matter will be raised at the cycle forum for members to take back to their groups. Local businesses that flank the route will be informed. Advance signing warning of works will be set out. The Trans Pennine trail office will be update and they will publish via their website	This committee	This funding is time limited and needs to be spent before Autumn 2023

Part time advisory 20mph Speed Limits near schools	To approve the implementation of a number of advisory 20mph speed limits outside schools	Susie Pryor / Tom Finnegan-Smith	Decision	Previous consideration at December 2022 TRC Cttee	Engagement will be undertaken at the different schools identified.	This Committee	Part time advisory 20mph Speed Limits near schools
Standing items	• *Public Questions/ Petitions* • *Work Programme* • *[any other committee-specific standing items eg finance or service monitoring]*						

Meeting 1	**June 2023**	Time					
Topic	**Description**	**Lead Officer/s**	**Type of item** • *Decision* • *Referral to decision-maker* • *Pre-decision (policy development)* • *Post-decision (service performance/ monitoring)*	*(re: decisions)* **Prior member engagement/ development required** *(with reference to options in Appendix 1)*	*(re: decisions)* **Public Participation/ Engagement approach** *(with reference to toolkit in Appendix 2)*	**Final decision-maker (& date)** • This Cttee • Another Cttee (eg S&R) • Full Council • Officer	**Internal Deadlines** (i.e. funding deadlines, submission deadline etc)
Budget monitoring and outturn - Month ?.	Monitoring item	Jane Wilby/Tony Kirkham	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			This Committee	
Task and Finish Group Update Report	To update the committee on progress of the task and finish group	Mark Whitworth	Monitoring			This Committee	
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	
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	
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	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	This Committee	

				Executive Members (and their deputies) have also been briefed throughout. The report will be taken to TRC briefing(s) prior to publication.	businesses and Residents Issue-focused workshops with attendees from multiple backgrounds including the Broomhill Neighbourhood Plan and Broomhill Business Alliance Creative use of online engagement channels through use of Citizen Space for surveying.		
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	

Standing items	• *Public Questions/ Petitions* • *Work Programme* • *[any other committee-specific standing items eg finance or service monitoring]*						

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

Topic	**Description**	**Lead Officer/s**	**Type of item** • *Decision* • *Referral to decision-maker* • *Pre-decision (policy development)* • *Post-decision (service performance/ monitoring)*	*(re: decisions)* **Prior member engagement/ development required** *(with reference to options in Appendix 1)*	*(re: decisions)* **Public Participation/ Engagement approach** *(with reference to toolkit in Appendix 2)*	**Final decision-maker (& date)** • This Cttee • Another Cttee (eg S&R) • Full Council • Officer	**Internal Deadlines** (i.e. funding deadlines, submission deadline etc)
Green parking permit removal	Following the government's commitment to ending the sale of new petrol and diesel cars in	Matt Reynolds/Tom Finnegan-Smith	Decision	On the 21st September 2022 a report was brought to the Transport,		This committee	Date to be confirmed

	the UK by 2030, and a historic increase in the registration of plug-in vehicles, it is an appropriate time to consider the removal of the council's free Green Parking Permits.			Regeneration and Climate Committee where a number of short term actions were agreed to progress the delivery of public electric vehicle charging infrastructure in Sheffield. This included the action to bring forward measures to phase out / remove exemptions from parking tariffs for electric vehicles / vehicles that are charging.			
REC Report Response	To respond to the REC Report	Kate Martin/Wil Stewart					Expected March 2023

Decarbonising Sheffield - Mine Energy - Collaboration with Bochum - Heat Networks	Presentation at committee	Mark Whitworth	Presentation				Date to be confirmed.
Connecting Sheffield Cross City Bus FBC approval	Submission of FBC to SYMCA fir approval and release of funding to implement	Tom Finnegan-Smith / Matt Reynolds	Decision			This committee	Expected Summer/Autumn 2023
UDV Phase 2 Flood Defence Project	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		**Expected Sept 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,	Tom Finnegan-Smith / Mark Whitworth	Post decision and Policy development	Facilitated policy development workshops	TBC	TBC	Expected June 23

	partners and businesses to develop and deliver the actions needed to deliver the 10-point plan.						
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 Expected June/July 23
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	Tom Finnegan-Smith / James Mead	Pre-decision	Facilitated policy development workshops	TBC		Strategy and Resources Expected Autumn 23

	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						
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		To be confirmed if this needs a committee decision
Connecting Sheffield South West Bus Corridors	Acceptance of funding to develop the Full Business Case (FBC) Next step is finalising a report for TRC in early summer following further briefings	Tom Finnegan-Smith / Matt Reynolds	TBC	Briefings June 23	N/A further public engagement will form part of the FBC development stage	This committee in early summer 2023	Strategy and Resources

Kelham Neepsend Submission of FBC to SYMCA	To be incorporated into report due in Feb 23 Final July 23	Tom Finnegan-Smith / Matt Reynolds	Decision	Briefings	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		Expected June 23
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		Expected summer 23
Play streets review	Review of the trial of play streets and recommendation on future application	Tom Finnegan-Smith / Peter Vickers	TBC	TBC	TBC		
Darnall Mini Holland	Project status update and programme development	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC		Expected March 24
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	Kerry Bollington	TBC	TBC	TBC		TBC

	Thematic Committee						
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
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	Tammy Whitaker/	Decision	Committee Briefing	TBC – possible wider stakeholder group		This committee Expected Summer 23 potentially July

	for Priority Framework areas and Catalyst sites Will form part of the Local Plan consultation.	Michael Johnson			engagement rather than full public consultation post committee ratification of draft and approach		
Active Travel N/bourhoods – Crookes/Walkley.	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith / Matt Reynolds					Expected July 2023
Active Travel N/bourhoods – Nether Edge	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith / Matt Reynolds					Expected July 2023
Heart of the City	Update on progress of Heart of the City	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC	
Sheaf Valley Masterplan	Update on the Sheaf Valley Masterplan	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC	

ACTIONS FROM REFERRALS							
Speed Limit on Rails Road and Bingley Lane	This request has been sent from an individual to the transport team for consideration.	Referral from Cllr Julie Grocutt	ACTION – This will be looked into again by the Transport Planning and Infrastructure	Agreed at TRC – 15th Dec 2022.			

	Subsequent to an initial sift which suggested no further action, this item has been raised through the LAC to which this has been considered by Local Ward Members. The proposal to not promote a change in speed in speed limit but to install signage has been considered to which Ward Members have not agreed, owing to other locations in the area being potentially more suitable.		Service, there is a possibility of commissioning a speed survey to help quantify the level of speeding. This will determine if any further action is required beyond the initial assessment.				

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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Sheffield City Council

Report to Policy Committee

Author/Lead Officer of Report: William Stewart – Director of Investment, Climate Change and Planning

Tel:

Report of:	Kate Martin, Executive Director, City Futures
Report to:	Transport, Regeneration and Climate Change Committee
Date of Decision:	16 March 2023
Subject:	**Transport, Regeneration and Climate Change Committee: Delivery Plan to Mitigate overspends and improve Income Generation**

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	X	No	
If YES, what EIA reference number has it been given? 1250, 1251, 1252, 1253, 1254, 1319, 1492, 1493, 1494				
Has appropriate consultation taken place?	Yes	X	No	
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	X	No	
Does the report contain confidential or exempt information?	Yes		No	X
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				

Purpose of the report:

This report updates the Policy Committee on the progress of the 2023/24 budget process.

It updates 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 is not already in place to authorise fee / charge increases

It outlines 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

Recommendations:

The Transport, Regeneration and Climate Change Policy Committee is recommended to:

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.

Background Papers:
Budget proposals papers to TRC Policy committee September and November 2022

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: **Robert Parkin**
		Equalities & Consultation: **Ed Sexton**
		Climate: **Jessica Rick**
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.	
2	**EMT member who approved submission:**	*(Insert name of relevant Executive Director)* **Kate Martin**
3	**Committee Chair consulted:**	*(Insert name of relevant Member)* ***Cllr Julie Grocutt / Cllr Mazher Iqbal***
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: William Stewart	**Job Title:** Director of Investment, Climate Change and Planning
	Date: 16/03/2023	

1.	**PROPOSAL**
1.1	**Background** The Transport, Regeneration and Climate Change Policy Committee's endorsed a Budget Action Plan in November 2022 which relied on the delivery of Budget Implementation Plans (BIPs). Part of this Action Plan was to increase external income 'by increasing income from services provided externally to reflect inflation pressures and benchmarking adjustment against comparable core city tariffs.' The November report also noted 'that this Committee will continue to work to identify additional savings where it is possible.' Additional fee reviews have been undertaken in furtherance of this commitment, and an adjustment made which reduces the need to draw on Planning reserves by increasing the Building Control income target. It should be noted that a significant proportion of TRC income is dependent on market activity and in some sectors, this is becoming increasingly uncertain.

1.4 **BUDGET DELIVERY PLAN –**

The Committee is asked to agree the following fees / charges increases. The BIP target is already agreed, it is the increase to deliver this which now requires approval.

Activity	**Budget implementation plan target**	**Increase**	**Rationale**
Building control fees	150k	20% across all chargeable services	Cost recovery
Increase Skip Permit fees	39k	Staged: 18% April – end Sept 15% Oct-Mar	Cost recovery inc. better understanding of enforcement costs. £3 increase Apr-Sep; £3 Oct-Mar. Staged to help the transition for skip companies / assist them with customer management
Additional fee increases identified, no BIP set, require committee approval to increase fee/charge.			
Activity	**Estimated additional fees/charges 23/24**	**Increase**	**Rationale**
Charges for accident data	250	20%	Low volume of these but £ is benchmarked with other LAs as data is often produced across SY partnership.
Traffic Regulation Orders	6.5k	20% max	Cost recovery based on staff costs. Work ongoing to review.
Advisory markings e.g. H lines, disabled bays	Applications: £1-1.5k Lining: £1.5-2k	Application costs: 20% max Lining costs: est £14-20 per job	Application: cost recovery based on staff costs. Work ongoing to review. Lining costs based on Amey contract increases. Service not notified of Amey costs until April, but range estimated on known overall Amey contract increase of 13%.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The Budget Delivery Plan will fulfil the income generation required as part of the Budget Implementation Plans committed to by TRC in November 2022 and which have subsequently been approved by Full Council.

2.2 The recommendations in this report will also ensure that the Committee has a robust Budget Delivery Plan for 2023/24.

2.3 Climate and equalities considerations addressed under relevant sections 4.1 and 4.4

3. HAS THERE BEEN ANY CONSULTATION?

3.1	While none of the elements within this report require statutory consultation, they are being proposed following discussion and development as part of joint work with the full Transport, Regeneration and Climate Change Committee.
4.	**RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**
4.1	Equality Implications
4.1.1	Equality Impact Assessments have been completed and informed the consultation process.
4.2	Financial and Commercial Implications
4.2.1	Each Committee is required to deliver a cash standstill budget for 2023/24, which requires them to find mitigations for any Service pressures over above 2022/23 budget.
4.2.2	The Transport, Regeneration and Climate Change Policy Committee endorsed proposals which now form part of the council's budget for 23/24. The delivery plan above outlines how this will be achieved.
4.2.3	In some cases the increases do not achieve full cost recovery but move us closer to this position, but this is balanced with wider considerations and mindful of end user impact.
4.3	Legal Implications
4.3.1	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.
4.3.2	In reviewing fees and charges each service has been mindful of legislation specific to its area.
4.4	Climate Implications
4.4.1	Sheffield has adopted a Net Zero 2030 City target. While the focus of the proposed actions in this report are on meeting our budget challenges, we have been mindful of climate impact in our decision making.
4.4.2	Climate impact assessments were undertaken for recommendations covered under the Budget Implementation Plans per report to Committee 21 September. The additional three fees identified (TROs, accident data, advisory markings) have been categorised as having neutral impact (following discussion with Jessica Rick, February 2023).

4.4	Other Implications
	HR
4.4.1	Officers undertook consultation with Union representatives on the original proposals which now form part of the Council's budget for 2023/2024. There are no additional implications as part of the delivery plan.
5.	**ALTERNATIVE OPTIONS CONSIDERED**
5.1	**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.
5.2	**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.
6.	**REASONS FOR RECOMMENDATIONS**
6.1	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.

Equality Impact Assessment Number 1492

Part A

Initial Impact Assessment

Proposal name

Investment, Climate Change & Planning: annual fee increase – Advisory markings

Brief aim(s) of the proposal and the outcome(s) you want to achieve

Advisory markings are road markings as set out below. The 'H' road marking is used to discourage other drivers from parking across or blocking your drive or property access road.

Fees comprise of two elements: the application fee (covering the assessment) and the cost of the road marking (by Amey). The proposal is to increase the fees for both elements to seek to reduce financial losses, principally resulting from increasing staff costs.

Application fee

- The proposal is for a 10%-20% (approx. £10-£20 increase), which compares to a £5 flat rate increase in previous years.

Road marking

- The proposal is for a 13% (£14-£20) increase, which compares to a £5-£10 increase in previous years.

Advisory disabled parking bay markings are used to make other drivers aware that a parking space (on a street) is needed by a person with mobility problems or hidden disabilities. If you are a Blue Badge holder you can request an advisory disabled parking bay.

Lining alterations – if a change is required

Repainting 'keep clear' (road marking cost only)

Removing disabled bay (road marking cost only)

Aim of the proposal: increase the charge for the processing of advisory markings in light of increased service costs e.g. pay award, and increased charge from Amey Setting of fair fees is a principle of the council's financial regulations and annual review is best practice.

Outcome: to ensure that the amount the service charges covers the cost of the work involved and that we recharge Amey's costs fully

Proposal type

○ Budget ● non-Budget

If Budget, is it Entered on Q Tier?

○ Yes ○ No

If yes what is the Q Tier reference

Year of proposal (s)

○ 21/22	○ 23/23	● 23/24	○ 24/25	○ Other

Decision Type

- ○ Coop Exec
- ● Committee (e.g. Health Committee)
- ○ Leader
- ○ Individual Coop Exec Member
- ○ Executive Director/Director
- ○ Officer Decisions (Non-Key)
- ○ Council (e.g. Budget and Housing Revenue Account)
- ○ Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member Cllr M Iqbal / Cllr J Grocutt

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Lorna Jackson / Andrew Butler

EIA start date 22/02/2023

Equality Lead Officer

○ Adele Robinson	● Ed Sexton
○ Bashir Khan	○ Louise Nunn
○ Beverley Law	○ Richard Bartlett

Lead Equality Objective (see for detail)

○ Understanding Communities	○ Workforce Diversity	○ Leading the city in celebrating & promoting inclusion	● Break the cycle and improve life chances

Portfolio, Service and Team

Is this Cross-Portfolio

○ Yes ● No

Portfolio

Is the EIA joint with another organisation (eg NHS)?

○ Yes ● No Please specify

Consultation

Is consultation required (Read the guidance in relation to this area)

○ Yes ● No

If consultation is not required please state why

Not required to consult on fee increase, and in the current climate a review of fees at financial year start is to be expected.

Are Staff who may be affected by these proposals aware of them
● Yes ○ No

Are Customers who may be affected by these proposals aware of them
○ Yes ● No

If you have said no to either please say why

Fees are openly advertised on the council website alongside a line which notes the charges are subject to annual review. These are adhoc charges rather than a regular customer base, so people making the request know the cost when they apply.

Initial Impact

Under the Public Sector Equality Duty we have to pay due regard to the need to:
• eliminate discrimination, harassment and victimisation
• advance equality of opportunity
• foster good relations

For a range of people who share protected characteristics, more information is available on the Council website including the Community Knowledge Profiles.

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

○ Health	○ Transgender
○ Age	○ Carers
● Disability	○ Voluntary/Community & Faith Sectors
○ Pregnancy/Maternity	○ Partners
○ Race	○ Cohesion
○ Religion/Belief	○ Poverty & Financial Inclusion
○ Sex	○ Armed Forces
○ Sexual Orientation	○ Other

Cumulative Impact

Does the Proposal have a cumulative impact
○ Yes ● No

○ Year on Year	○ Across a Community of Identity/Interest
○ Geographical Area	○ Other

If yes, details of impact

Proposal has geographical impact across Sheffield
○ Yes ● No

If Yes, details of geographical impact across Sheffield

Local Area Committee Area(s) impacted
○ All ● Specific

If Specific, name of Local Committee Area(s) impacted

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

Negative but minor overall.

We understand that the increase in charges for disabled parking bay markings directly affects those who are disabled. The principle of charging for disabled bay markings is however well established. The increase seeks only to cover our increased costs to ensure the service remains financially sustainable.

But the proposed fee increase represents a higher increase than in other years and its impact will need to be monitored closely on a continual basis – i.e. to assess whether there is any evidence of a deterring effect on disabled applicants. The EIA should be reviewed in year to consider this monitoring and to coincide with a wider proposed review of of the model bay usage, applications and funding. It is likely that will require this EIA to cover a full (Part B) assessment.

Is a Full impact Assessment required <u>at this stage</u>? ○ Yes ● **No**

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Initial Impact Sign Off

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

○ **Yes** ○ No

Date agreed 08/03/2023 Name of EIA lead officer Ed Sexton

Part B

Full Impact Assessment

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

○ Yes ○ No *if Yes, complete section below*

Staff
○ Yes ○ No

Customers
○ Yes ○ No

Details of impact

Comprehensive Health Impact Assessment being completed

○ Yes ○ No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

○ Yes ○ No

Name of Health Lead Officer

Age

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Disability

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Pregnancy/Maternity

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Race

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Religion/Belief

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Sex

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Sexual Orientation

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Gender Reassignment (Transgender)

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Carers

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Voluntary, Community & Faith sectors

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Partners

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Cohesion

Staff
○ Yes ○ No

Customers
○ Yes ○ No

Details of impact

Poverty & Financial Inclusion

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Please explain the impact

Armed Forces

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Other

Please specify

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Action Plan and Supporting Evidence

What actions will you take, please include an Action Plan including timescales

Supporting Evidence (Please detail all your evidence used to support the EIA)

Detail any changes made as a result of the EIA

Following mitigation is there still significant risk of impact on a protected characteristic. ○ Yes ○ No

If yes, the EIA will need corporate escalation? Please explain below

Sign Off

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

○ Yes ○ No

Date agreed DD/MM/YYYY Name of EIA lead officer

Review Date DD/MM/YYYY

Equality Impact Assessment Number 1493

Part A

Initial Impact Assessment

Proposal name

Investment, Climate Change & Planning: annual fee increase – Traffic Regulation Order (TRO)

Brief aim(s) of the proposal and the outcome(s) you want to achieve

TROs are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984.
They help us to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.
A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly.
Examples of schemes that require a TRO include:
Speed limits; On-street parking restrictions; Weight limits; One-way streets and banned turns; Prohibition of Driving.

Aim of the proposal: increase the charge for the processing of TROs up to a maximum of 20% in light of increased service costs e.g. pay award, new software. Setting of fair fees is a principle of the council's financial regulations and annual review is best practice.

Outcome: to ensure that the amount the service charges to process a TRO covers the cost of the work involved.

Proposal type

○ Budget ● non-Budget

If Budget, is it Entered on Q Tier?

○ Yes ○ No

If yes what is the Q Tier reference

Year of proposal (s)

○ 21/22	○ 23/23	● 23/24	○ 24/25	○ other

Decision Type

○ Coop Exec
● Committee (e.g. Health Committee)
○ Leader
○ Individual Coop Exec Member
○ Executive Director/Director
○ Officer Decisions (Non-Key)
○ Council (e.g. Budget and Housing Revenue Account)
○ Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

Cllr M Iqbal / Cllr J Grocutt

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Lorna Jackson / Andrew Butler

EIA start date 22/02/2023

Equality Lead Officer

- ○ Adele Robinson
- ○ Bashir Khan
- ○ Beverley Law
- ● Ed Sexton
- ○ Louise Nunn
- ○ Richard Bartlett

Lead Equality Objective (see for detail)

○ Understanding Communities	○ Workforce Diversity	○ Leading the city in celebrating & promoting inclusion	● Break the cycle and improve life chances

Portfolio, Service and Team

Is this Cross-Portfolio

○ Yes ● No

Portfolio

Is the EIA joint with another organisation (eg NHS)?

○ Yes ● No Please specify

Consultation

Is consultation required (Read the guidance in relation to this area)

○ Yes ● No

If consultation is not required please state why

Not required to consult on fee increase, and in the current climate a review of fees at financial year start is to be expected by the industry. Customers of the TRO service are predominantly companies e.g. utilities, developers.

Are Staff who may be affected by these proposals aware of them

● Yes ○ No

Are Customers who may be affected by these proposals aware of them

○ Yes ● No

If you have said no to either please say why

Fees are notified in advance of any work being undertaken, TROs are undertaken as individual jobs. Any TROs already engaged in will be at the rate advertised when the commission was accepted.

Initial Impact

Under the Public Sector Equality Duty we have to pay due regard to the need to:
• eliminate discrimination, harassment and victimisation
• advance equality of opportunity
• foster good relations

For a range of people who share protected characteristics, more information is available on the Council website including the Community Knowledge Profiles.

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

○ Health	○ Transgender
○ Age	○ Carers
○ Disability	○ Voluntary/Community & Faith Sectors
○ Pregnancy/Maternity	○ Partners
○ Race	○ Cohesion
○ Religion/Belief	○ Poverty & Financial Inclusion
○ Sex	○ Armed Forces
○ Sexual Orientation	○ Other

Cumulative Impact

Does the Proposal have a cumulative impact
○ Yes ● No

○ Year on Year	○ Across a Community of Identity/Interest
○ Geographical Area	○ Other

If yes, details of impact

Proposal has geographical impact across Sheffield
○ Yes ● No

If Yes, details of geographical impact across Sheffield

Local Area Committee Area(s) impacted
○ All ● Specific

If Specific, name of Local Committee Area(s) impacted

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

Neutral – the proposed fee increase (of up to 20%) compares with the most recent increase of 2%. However, the customers of the service are predominantly companies such as utility companies and developers.

It is considered that the increase would be bourne by the companies themselves but any consequential impacts on citizens and communities will need to monitored.

Is a Full impact Assessment required at this stage? ○ Yes ● No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Initial Impact Sign Off

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

○ Yes ○ No

Date agreed 08/03/2023 Name of EIA lead officer Ed Sexton

Part B

Full Impact Assessment

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

○ Yes ○ No *if Yes, complete section below*

Staff
○ Yes ○ No

Customers
○ Yes ○ No

Details of impact

Comprehensive Health Impact Assessment being completed

○ Yes ○ No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

○ Yes ○ No

Name of Health Lead Officer

Age

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Disability

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Pregnancy/Maternity

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Race

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Religion/Belief

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Sex

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Sexual Orientation

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Gender Reassignment (Transgender)

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Carers

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Voluntary, Community & Faith sectors

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Partners

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Cohesion

Staff
○ Yes ○ No

Customers
○ Yes ○ No

Details of impact

Poverty & Financial Inclusion

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Please explain the impact

Armed Forces

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Other

Please specify

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Action Plan and Supporting Evidence

What actions will you take, please include an Action Plan including timescales

Supporting Evidence (Please detail all your evidence used to support the EIA)

Detail any changes made as a result of the EIA

Following mitigation is there still significant risk of impact on a protected characteristic. ○ Yes ○ No

If yes, the EIA will need corporate escalation? Please explain below

Sign Off

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

○ Yes ○ No

Date agreed DD/MM/YYYY Name of EIA lead officer

Review Date DD/MM/YYYY

Equality Impact Assessment Number 1494

Part A

Initial Impact Assessment

Proposal name

Investment, Climate Change & Planning: annual fee increase – accident data

Brief aim(s) of the proposal and the outcome(s) you want to achieve

Accident data may be requested by developers looking to submit a planning proposal. Fee consistent across SY. Set in principle by the Safer Roads Partnership. We have many requests where the data needs to be cross boundary so a charge comparable is preferred by partners.

Aim of the proposal: increase the charge for the provision of accident data in light of increased service costs e.g. pay award and benchmarking with other LAs in the SY Safer Roads Partnership
Setting of fair fees is a principle of the council's financial regulations and annual review is best practice.

Outcome: to ensure that the amount the service charge continues to cover our costs and remains consistent across the partnership

Proposal type

○ Budget ● non-Budget

If Budget, is it Entered on Q Tier?

○ Yes ○ No

If yes what is the Q Tier reference

Year of proposal (s)

○ 21/22	○ 23/23	● 23/24	○ 24/25	○ other

Decision Type

○ Coop Exec
● Committee (e.g. Health Committee)
○ Leader
○ Individual Coop Exec Member
○ Executive Director/Director
○ Officer Decisions (Non-Key)
○ Council (e.g. Budget and Housing Revenue Account)
○ Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

Cllr M Iqbal / Cllr J Grocutt

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Lorna Jackson / Tracy Hendry

EIA start date 22/02/2023

Equality Lead Officer

- ○ Adele Robinson
- ○ Bashir Khan
- ○ Beverley Law
- ● Ed Sexton
- ○ Louise Nunn
- ○ Richard Bartlett

Lead Equality Objective (see for detail)

○ Understanding Communities	○ Workforce Diversity	○ Leading the city in celebrating & promoting inclusion	● Break the cycle and improve life chances

Portfolio, Service and Team

Is this Cross-Portfolio

○ Yes ● No

Portfolio

Is the EIA joint with another organisation (eg NHS)?

○ Yes ● No Please specify

Consultation

Is consultation required (Read the guidance in relation to this area)

● Yes ○ No

If consultation is not required please state why

Not required to consult on fee increase with customers, in the current climate a review of fees at financial year start is to be expected by the industry. The proposed increased is benchmarked with other authorities in the safer roads partnership who also provide this service, and this consultation has taken place.

Are Staff who may be affected by these proposals aware of them

● Yes ○ No

Are Customers who may be affected by these proposals aware of them

○ Yes ● No

If you have said no to either please say why

Fees are notified in advance of any work being undertaken. Any work already engaged in will be at the rate advertised when the commission was accepted.

Initial Impact

Under the Public Sector Equality Duty we have to pay due regard to the need to:
• eliminate discrimination, harassment and victimisation
• advance equality of opportunity
• foster good relations

For a range of people who share protected characteristics, more information is available on the Council website including the Community Knowledge Profiles.

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

○ Health	○ Transgender
○ Age	○ Carers
○ Disability	○ Voluntary/Community & Faith Sectors
○ Pregnancy/Maternity	○ Partners
○ Race	○ Cohesion
○ Religion/Belief	○ Poverty & Financial Inclusion
○ Sex	○ Armed Forces
○ Sexual Orientation	○ Other

Cumulative Impact

Does the Proposal have a cumulative impact
○ Yes ● No

○ Year on Year	○ Across a Community of Identity/Interest
○ Geographical Area	○ Other

If yes, details of impact

Proposal has geographical impact across Sheffield
○ Yes ● No

If Yes, details of geographical impact across Sheffield

Local Area Committee Area(s) impacted
○ All ● Specific

If Specific, name of Local Committee Area(s) impacted

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

Neutral – incremental fee increase on an existing service where the customer is likely to be commercial e.g. developer.

Is a Full impact Assessment required at this stage? ○ Yes ● No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Initial Impact Sign Off

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

○ Yes ○ No

Date agreed 08/03/2023 Name of EIA lead officer Ed Sexton

Part B

Full Impact Assessment

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

○ Yes ○ No *if Yes, complete section below*

Staff
○ Yes ○ No

Customers
○ Yes ○ No

Details of impact

Comprehensive Health Impact Assessment being completed

○ Yes ○ No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

○ Yes ○ No

Name of Health Lead Officer

Age

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Disability

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Pregnancy/Maternity

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Race

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Religion/Belief

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Sex

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Sexual Orientation

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Gender Reassignment (Transgender)

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Carers

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Voluntary, Community & Faith sectors

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Partners

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Cohesion

Staff
○ Yes ○ No

Customers
○ Yes ○ No

Details of impact

Poverty & Financial Inclusion

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Please explain the impact

Armed Forces

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Other

Please specify

Impact on Staff
○ Yes ○ No

Impact on Customers
○ Yes ○ No

Details of impact

Action Plan and Supporting Evidence

What actions will you take, please include an Action Plan including timescales

Supporting Evidence (Please detail all your evidence used to support the EIA)

Detail any changes made as a result of the EIA

Following mitigation is there still significant risk of impact on a protected characteristic. ○ Yes ○ No

If yes, the EIA will need corporate escalation? Please explain below

Sign Off

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

○ Yes ○ No

Date agreed DD/MM/YYYY Name of EIA lead officer

Review Date DD/MM/YYYY

Report to Policy Committee

Author/Lead Officer of Report: Cate Jockel, Transport Policy and Strategy Manager

Tel: 0114 474 3051

Report of:	*Kate Martin, Executive Director of City Futures*
Report to:	*Transport, Regeneration and Climate Policy Committee*
Date of Decision:	*16th March 2023*
Subject:	*Local and Neighbourhood Transport Programme 2023/24*

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

Purpose of Report:

This report outlines the proposed Local and Neighbourhood Transport Programme (LaNTP, formerly known as LTP or Local Transport Plan) for 2023/24 and seeks approval to proceed with development and implementation of the proposals subject to the capital and legislative approvals being obtained through the Capital Gateway and Committee processes.

Recommendations:

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

i. Approves the proposed 2023/24 LaNTP capital programme, subject to the capital and legislative approvals being obtained; and

ii. 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.

Background Papers: N/A.

Lead Officer to complete:		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damian Watkinson, Finance Manager
		Legal: Portia Watkins, Planning and Highways Lawyer
		Equalities & Consultation: Ed Sexton, Senior Equalities and Engagement Officer
		Climate: Jessica Rick, Sustainability Programme Officer
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.	
2	**EMT member who approved submission:**	Kate Martin, Executive Director of City Futures
3	**Committee Chair consulted:**	Councillor Julie Grocutt, Deputy Leader of the Council and Co-Chair Transport, Regeneration and Climate Policy Committee Councillor Mazher Iqbal, Co-Chair Transport, Regeneration and Climate Policy Committee
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: Cate Jockel	**Job Title:** Transport Policy and Strategy Manager
	Date: 6th March 2023	

1. PROPOSAL

1.1 Introduction

1.1.1 The Local and Neighbourhood Transport Programme (LaNTP, formerly known as the Local Transport Plan Integrated Transport Block) is funded as part of the City Region Sustainable Transport Settlement (CRSTS), administered through the South Yorkshire Mayoral Combined Authority (SYMCA).

1.1.2 In April 2022, the Department for Transport (DfT) announced that the five-year CRSTS allocation to SYMCA was £570m, with Sheffield's part of this being £135m. This included £17.25m for LaNTP to continue our 'business

as usual' smaller scale transport schemes. The 2023/24 allocation for Sheffield City Council is £3.45m. Although most DfT capital funding now comes following bids for specific schemes, the LaNTP does provide some local flexibility, both in terms of what it can be spent on and when it has to be spent by. As it is a five-year allocation, the funding is not required to be drawn down/spent in equal proportions across the five years. (Indeed, it is expected that around £3.0M of the 22/23 LaNTP is being carried forward into 23/24: that is fully allocated to projects that are progressing through the Capital Gateway Process. The projects outlined in this report are new for 23/24, so additional to those already in process).

1.1.3 The LaNTP implements schemes that align with the SYMCA Transport Strategy 2018-2040 and the Council's Transport Strategy (March 2019).

1.1.4 The strategic objectives for the LaNTP include:

- Improving road safety and well-being.
- Providing additional accessibility improvements to encourage safer connectivity.
- Being responsive to requests made to the Council from its customers.
- Encouraging more travel by active modes (walking and cycling) and public transport (tram and bus); and
- Integrating with other portfolio objectives.

1.1.5 Each year, the Council outlines an LaNTP Capital Programme to establish the short-term priorities for this investment in transport infrastructure. It responds to national policy such as the national active travel and bus strategies, as well as regional policy such as the South Yorkshire Mayoral Combined Authority (SYMCA) Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined in the Sheffield Transport Strategy and the emerging Local Plan, with schemes also identified through Member and public requests and assessed via existing prioritisation processes.

1.2 <u>Programme Development (Background)</u>

1.2.1 The LaNTP programme is managed by a team of Client Leads from within the Transport Planning and Infrastructure Section in City Futures. Each Client Lead has responsibility for one or more areas within the programme, and this includes the development and delivery of the annual programme. To do this, they develop a forward programme of possible schemes, the development of which consider a range of factors including the likely impact of undertaking such schemes will have on the local transport challenges as well as specific criteria associated with individual programme areas.

1.2.2 Schemes have been identified from a variety of sources. In some cases, they are as a direct result of requests, assessed using relevant criteria; in others they result from the analysis of various data sources. The creation of this programme is a continuous process and is under constant revision,

to consider any new requests or emerging network and departmental pressures that occur.

1.2.3 Annually, Client Leads refine their list of potential projects with a view to presenting their prioritised projects to the Service management and the Transport, Regeneration and Climate Policy Committee Members. This is built up into the annual LaNTCP programme, then formally recommended to the Committee for approval.

1.3 Programme Development (Challenges)

1.3.1 The transport landscape continues to be difficult. Transport provision and future development faces challenges from post-COVID adjustments such as new work patterns; various factors impacting on materials costs, supply chains and resourcing; and the significant changes in capital funding opportunities from central Government in recent years. In relation to the latter, there continues to be more focus on addressing decarbonisation and the climate emergency.

1.3.2 During 22/23, several issues have impacted our ability to deliver more, such as resource constraints within various teams (within and without the Service); the need to prioritise some larger projects with tighter deliver dates; and familiarisation with new Committee processes. There are also a series of cost implications that need to be managed, following a raise in inflation rates and construction costs.

1.3.3 Because of these considerations, we are focussing the 2023/24 LaNTP on trying to 'catch up' within that programme, by developing a smaller number of larger schemes for delivery in later years; as well as types of small schemes which are less intensive in terms of staff time, e.g. require less design; or don't require a TRO; and also with some emphasis on developing criteria (which would be agreed with Committee) for new types of measures in future years, such as secure on-street cycle parking in, for example, district and local centres and residential areas.

1.4 Programme Development (Over-Programming)

1.4.1 Inevitably given the complexities of developing transport schemes, there will be some delay to some schemes: therefore, a certain degree of over-programming (circa 5%) has been built in.

1.4.2 A £3.62m LaNTP programme has therefore been developed for 2023/24, consisting of improvements to address eight key categories, namely:

- Local Safety Schemes,
- 20 mph Zones,
- Pedestrian Enhancements,
- Small Schemes,
- Public Rights of Way,
- Network Management,
- Cycling Enhancements; and

- Air Quality.

The more detailed allocations within and between these categories will be agreed through the Capital Gateway Process. Significant changes with policy implications would be brought back to this Committee.

1.5. Programme Composition

1.5.1 *Local Safety Schemes (£200,000)*

1.5.1.1 The Local Safety schemes programme is a citywide strategy to reduce road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City.

1.5.1.2 Road Safety engineering schemes reduce the number and severity of collisions, reduce the fear of collisions, encourage sustainable modes of travel and contribute to the creation of a more pleasant environment. The current approach is to implement road safety engineering schemes at sites with the highest injury collision rates in the city.

1.5.1.3 The schemes are prioritised using a points-based system focussed on collision types and numbers. 'Lengths' of road and particular locations (such as a junction or a bend) known as a 'spot' are prioritised separately. The sites are then listed in priority order with the highest scoring sites first.

1.5.1.4 The top scoring sites are then subject to a more detailed analysis of the collision problems to see if there is scope for road safety measures that could be implemented.

1.5.1.5 In recent years, some of the highest scoring sites have not been tackled through annual LaNTP funding as they were likely to be extremely costly (more than the budget) due to their location. However, having a 5-year allocation allows float for feasibility work on some of these sites to commence in 2023/24 in order to develop a 3-year forward programme (2024-25 to 2026-27). The identified locations are all around the Inner Ring Road at:

- Brook Hill/University roundabout,
- St Mary's Gate,
- Moore Street roundabout,
- Bramall Lane roundabout; and
- Upper Hanover/Glossop Road.

1.5.1.6 Future factors (such as increasing central area residential development) will need to be taken into consideration in developing these safety schemes.

1.5.1.7 It is also proposed that, in addition to commencing feasibility work on these, another group of locations will be taken forward, where it may be possible to deliver safety improvements more quickly, including:

- Ecclesall Road: Collegiate Crescent east to M&S and west to Hunters Bar,
- Saville Street/Spital Hill; and
- Sheaf Street, near Howard Street.

1.5.2 *20 mph Zones (£450,000)*

1.5.2.1 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 8th 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. They do not include any 'physical' traffic calming measures. To date, around 30 of these 20mph areas have been completed.

1.5.2.2 The Strategy was updated on 8th 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 is be considered on a case-by-case basis using current Department for Transport (DfT) guidelines.

1.5.2.3 This programme is being rolled out across the city using both LaNTP and the Road Safety Fund. Around 11 schemes should be constructed in 2023/24, subject to any remaining approvals, namely:

- Deerlands,
- Beighton,
- Waterthorpe,
- Highfield,
- Batemoor,
- Norton Lees,
- Carterknowle,
- Westfield,
- Herdings,
- High Green; and
- Fulwood.

1.5.2.4 The future of this programme will be the subject of a future report to Committee. Council's previous decision was to roll-out signs-only 20 mph zones to all residential areas city-wide. This was preferred as an alternative to the more resource-intensive implementation of traffic calming measures where these would be appropriate, over what would be a significantly longer time period.

1.5.2.5 It is proposed that this is reviewed during 2023/24 to determine the way forward from 2024/25 onwards. In the meantime, it is suggested that the

following additional five schemes be developed (designed and implementation potentially starting, subject to the funding and approvals processes) in 2023/24.

- Netherthorpe,
- Brincliffe,
- Earl Marshall,
- Greenland; and
- Loxley.

1.5.3 *Pedestrian Enhancements (£1,630,000)*

1.5.3.1 Pedestrian improvements are an area where the Service receives a significant number of requests for intervention from a variety of sources. Some significant changes are proposed for 23/24 to involve the Local Area Committees (LACs) more.

All requests are scored using a points-based system using a set of criteria (scoring from +2 to -2) previously endorsed by Council Members that has been in use for some time, namely:

1. The impact on reducing the number of pedestrian and cyclist accidents,
2. The degree of fear and intimidation,
3. The degree to which it is a major walking route,
4. The impact on access to local amenities,
5. The impact on cycling; and
6. The impact on people with disabilities.

Due to the sheer number of requests, initial assessment has to be largely a desk-top exercise. The schemes are then listed in priority order with the highest scoring schemes first.

1.5.3.2 The approved criteria used for assessing these mean that it is new crossing requests which score highest, more than requests for other improvements such as wider footways, more dropped crossings/tactile paving, and narrower junction mouths. This is due to their greater potential to achieve a reduction in pedestrian and cyclist accidents.

1.5.3.3 It is proposed that this assessment process is reviewed during 2023/24 to determine whether and how to bring these other types of pedestrian improvement requests more in scope. In the meantime, it is proposed that schemes are developed at the following seven locations in 2023/24 using LaNTP:

- London Road (between Bennett Street and Boston Street),
- Shiregreen Lane / Monckton Road junction,
- Glossop Road near Brunswick Road,
- Moonshire Lane / Herries Road/ Southey Crescent,
- Fox Road / Somerville Terrace / Whitehouse Lane,
- Creswick Lane (o/s Yewlands academy); and

- Wordsworth Road / Cookson Park playground.

There is a significantly increased allocation proposed for pedestrian enhancements this year, in order to allow for more Local Area Committees (LACs) involvement. In order to maximise the possibility of delivery in 2023/24, we will be seeking input from LACs in the first quarter of the financial year.
(1) Each LAC will have the opportunity to input to one additional crossing facility in its' area. Advice will be provided on locations in the area already scored with the points-based criteria above and one can be chosen to progress in 23/24. The LAC may be aware of other local priorities and can put these forwards to be assessed in the same way. However, this will take time and so such new requests would therefore be part of the potential programme for subsequent years.
(2) Each LAC will have the opportunity to advise on other pedestrian improvements, such as wider (or new) footways, more dropped crossings/tactile paving and narrower junction mouths. For ease of delivery in the 23/24, officers recommend that this be used for additional dropped crossings with tactile paving.

1.5.3.4 It should be noted that the increased allocation to the Pedestrian Enhancements section of the annual programme is being made for 2023/24 only at the moment. This will be reviewed in line with the wider demands on the programme, particularly in relation to road safety, when considering future years allocations.

1.5.4 *Small Schemes (£100,000)*

1.5.4.1 This is a regular annual allocation to cover requests for handrails, dropped kerbs, signs and other minor interventions that can be introduced without design work, Traffic Orders or consultation, allowing for a degree of fast response on these small improvements.

1.5.5 *Public Rights of Way (£100,000)*

1.5.5.1 The Public Rights of Way (PROW) team has a 10-year programme to improve surfacing which will help to reduce maintenance costs and allow for maintenance liability moving from the PROW team to Amey.

1.5.6 *Network Management (£730,000)*

1.5.6.1 This group of schemes covers a broad range of differing interventions. A summary of these is set out below:

1.5.6.2 Waiting Restrictions/Double Yellow Lines (£90,000): This is a regular annual allocation to cover requests. Around 15 sites have been prioritised to take forward in 2023/24. This is an area where a large number of requests are received, requiring staff resource to assess and prioritise. It also requires Traffic Regulation Order resource (including a Legal resource). As a result, it is difficult to take forward more locations more quickly.

1.5.6.3 Pavement Parking (£30,000): This is to cover further parts of the city centre, building on the existing pavement parking ban.

1.5.6.4 Disabled Parking Bays in District Centres (£30,000): It is intended that provision in all District Centres will be reviewed and added to as necessary over the course of 23/24. Criteria for further roll-out into Local Centres, or adjacent to certain types of facilities, could be considered for future years of this CRSTS funding source.

1.5.6.5 Active Neighbourhoods (£200,000): For 2023/24, the focus will be on continuing work in Crookes/Walkley and Nether Edge to assess the current ETRO proposals and interventions to help feed into the committee report later in the year to determine which elements of the schemes (if any) could progress beyond the temporary pilot stage.

1.5.6.6 Cycle parking (£20,000): A draft programme for providing cycle parking, including secure cycle parking, in the city centre, other district and local centres and at other destinations, including in residential areas will be developed during 2023/24. Criteria will be developed and discussed with Committee and a draft programme agreed for roll-out from 24/25 onwards. The focus for 23/24 is on the city centre hub and on a pilot in residential areas, which will involve the Crookes/Walkley and Nether Edge Active Neighbourhoods. Those are separate to this funding allocation.

1.5.6.7 Signing strategies (£10,000): The are several schemes which require development and/or review in 2023/24, including: active travel routes, wayfinding to the public transport network, and pedestrian wayfinding around the city centre. This allocation will allow a start to be made on scoping out issues.

1.5.6.8 Kelham, St Vincent and Park Hill Parking schemes (£150,000): parking schemes to deter commuter parking around the city centre were scheduled to be funded pre-covid as 'Invest to Save' schemes. However, as a result of a number of factors, including the impact of covid on travel patterns and comments received during consultation processes, the detail of these schemes is under review. It may be that some core funding from the transport capital programme is required to contribute either to an 'Invest to Save' programme or prudential borrowing. An allocation is therefore included from LaNTP at this stage. These schemes will be reported to committee separately and the need for this funding will be reviewed as part of that.

1.5.6.9 Traffic Management Act Part 6 (£100,000): Earlier this year and following a change in the law, the DfT confirmed that Local Highway Authorities in England and Wales have the opportunity to apply for a Designation Order to undertake enforcement in respect of Moving Traffic contraventions in their areas. This means traffic enforcement cameras could be used to enable the Council to enforce a variety of existing traffic restrictions on Sheffield's roads, to help improve safety and reduce congestion. The Committee were advised about this on 19th January 2023 and approved

the application, which has been submitted. It may be some months before the Order for the powers is made but it is proposed that an LaNTP allocation is used to set up the necessary processes during 2023/24.

1.5.6.10 Station Taxi Access (£50,000): This is to investigate what changes are feasible to the way that taxi access to/at Midland station currently operates.

1.5.6.11 Broadfield Road Match Funding (£50,000): Match-funding from the LaNTP is required.

1.5.7 *Cycling Enhancements (£200,000)*

1.5.7.1 Other funding streams such as the Transforming Cities Fund and the Active Travel Fund are being used to develop a higher quality cycle network to the new standard prescribed in DfT's guidance note LTN1/20. However, there is a requirement for match funding of these larger programmes, as well as an opportunity to fund improvements where there are gaps, and this high-quality network could be significantly improved with localised interventions. These will be identified following on from cycle route network development and network mapping, which is expected to be progressed during 2023/24. In advance of that, it is expected that any investment in cycling schemes from the LaNTP in 2023/24 will either be:

- Known gaps where there is an opportunity to improve,
- Small scale interventions (parking requests, barrier removals),
- Contributions to cycling projects already being delivered, as necessary, such as the Sheaf Valley cycle route; or
- Contributions to the on-going maintenance of new cycling infrastructure to make sure that their benefits are maintained over multiple years.

1.5.8 *Air Quality (£205,000): EV chargepoints, anti-idling, etc.*

1.5.8.1 Following the EV charging report to Committee on 21st September 2022, one of the strands of work approved to take forward was a bid to the Government's On-Street Residential Charger Fund (ORCs). This bid is being worked up for submission by the end of March 2023 and, if successful, will be for delivery in 2023/24. The fund requires significant match-funding (roughly 50% of total costs) so, if that bid is successful, that will be a call on this £205,000.

1.6. Programme Delivery

1.6.1 If approved by the Committee, the schemes within the Programme will progress through the Capital Gateway Approval process. Individual schemes will be subject to business case procedure and updated costs and delivery timescales are considered by the Capital Gateway Process (i.e. Transport Programme Group; Capital Programme Group; then

progressing to the Strategy and Resources Committee). This will ensure financial controls are in place and the scope of the projects is managed on a regular basis.

1.6.2 Schemes that are reliant on Traffic Regulation Orders and similar statutory processes which have been advertised, and objections been received, will be reported to this Committee for a decision

1.6.3 To facilitate efficient delivery of schemes approved by the Committee, a delegation was approved by the June 2022 Committee to allow any reserved commissioning decisions that may be required as part of developing these schemes to implementation stage to be made by the Head of Strategic Transport, Sustainability, and Infrastructure. Approval is sought for this arrangement to continue through the delivery of the 2023/24 LaNTP programme.

2. HOW DOES THIS DECISION CONTRIBUTE?

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

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

2.3 The proposal aligns with Council priorities:

- "Strong Economy" (supporting organisations in informed decisions on future fleet investments); and
- "Better Health and Wellbeing".

2.4 The strategic objectives include:

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

3. HAS THERE BEEN ANY CONSULTATION?

3.1 As individual projects within the overall Programme are developed, consultation will take place with Ward Members, Local Area Committees, residents, businesses, landowners, interest groups, transport operators and disability groups and any others considered to have a direct interest in the proposal.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Equality implications will be considered in the options appraisal of each individual scheme and progressed through the respective Business Case.

4.1.2 It is considered that that programme will provide positive implications for protected characteristics and wellbeing. The objective is to provide a transport system that increases accessibility and supports more active travel movements.

4.1.3 Through working with the Local Area Committees, using the Connecting Sheffield website and continuing the previous approaches (letter drops) to consultation, there will be transparency within the scheme development process. This will ultimately aim to ensure that engagement and consultation is accessible and there is a good level of representation.

4.2 Financial and Commercial Implications

4.2.1 The LaNTP grant budget of £3.45m for 2023/24 has been allocated by SYMCA.

4.2.2 Spend will be monitored throughout the year and if an overspend were to materialise, which is not considered likely in 23/24, this would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.

4.3 Legal Implications

4.3.1 The Council has a number of traffic/route management powers and duties, for all highway users including pedestrians, including those under the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984, that enable it to implement the projects/schemes set out in the Local Transport capital programme. Specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes.

4.3.2 The outputs of this programme will be prepared to ensure that the relevant requirements of the statutory planning process are met.

4.3.3 Engagement of key stakeholders, residents and members of the public is an obligation of the local authority during the planning and delivery of any process that alters the use of the public highway. The proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders before confirming a preferred option. That route will, of course, be subject to the normal, formal consultation process.

4.4 Climate Implications

4.4.1 Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. Each scheme will include a Climate Impact Assessment as it progresses through the Capital Gateway Process, so the detail by project can be considered The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and to support developing local policy on decarbonisation. This includes tackling areas with poor air quality, alleviating congestion, promoting public transport and encouraging modal shift for short journeys by providing a high-quality active travel network.

4.5 Other Implications

4.5.1 There are no direct Human Resource implications for the Council.

4.5.2 There are no direct and known Property related implications for the Council as work is largely proposed within the adopted highway. Where this is not the case, that will be considered in the appraisal of each individual scheme and progressed through the respective Business Case.

4.5.3 Each project will develop its own risk register during the feasibility and design process, in the initial stages of project development. This will be reviewed and updated as the project progressing through various stages and approval processes. Capital cost risks are currently addressed through the inclusion of the programme in the Transport Programme Group governance structure.

4.5.4 Key risks to the Council continue to relate to the affordability of the schemes within the programme and potential cost rises and uncertainty of any capital project.

4.5.5 The recommendations have no immediate impact on public health but have the potential to be positive given the programme objective to improve greater levels of accessibility, improve air quality, promoting public transport and encourage modal shift for short journeys to active travel, as well as promoting the decarbonisation of all vehicles.

5. ALTERNATIVE OPTIONS CONSIDERED

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

5.2 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.

6. REASONS FOR RECOMMENDATIONS

6.1 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:

6.2 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.

6.3 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.

Sheffield City Council

Report to Policy Committee

Author/Lead Officer of Report: Jenny Wood, Senior Transport Planner, City Futures

Tel: 0114 205 3073

Report of:	Kate Martin, City Futures
Report to:	Transport, Regeneration and Climate
Date of Decision:	16/03/23
Subject:	Future for the provision of electric vehicle charging points

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	X	No	
If YES, what EIA reference number has it been given? *1464*				
Has appropriate consultation taken place?	Yes	X	No	
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	X	No	
Does the report contain confidential or exempt information?	Yes		No	X

Purpose of Report:

This report follows on from action contained within the Transport and Regeneration Committee report, *Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, 21st September 2022*, to develop a procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure.

Under the proposal:

- An external provider(s) would be appointed with the capability and expertise to support SCC in developing strategic funding bids to support the development of a commercially sustainable electric vehicle charging network
- The external provider(s) would carry out site selection and feasibility, as appropriate, invest in, own and be responsible for public electric vehicle charging points (including operation and maintenance) rolled out under individual contract orders (which would be subject to separate approvals)
- Ownership of the underground infrastructure, where appropriate, would be expected to return to SCC at the end of the contract

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

- A significant 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 support the development of a commercially sustainable electric vehicle charging network

Recommendations:

It is recommended 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.

Background Papers:

- Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, Report to Transport, Regeneration and Climate Committee, 21st September 2022
- Equality Impact Assessment (reference *1464*)
- Climate Impact Assessment

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: *Holly Nicholl*
		Legal: *Courtney Hill*
		Equalities & Consultation: *Ed Sexton*
		Climate: *Jessica Rick*
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.	
2	**EMT member who approved submission:**	*Kate Martin*
3	**Committee Chair consulted:**	*Councillor Mazher Iqbal*
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: *Jenny Wood*	**Job Title:** *Senior Transport Planner*
	Date: *02/03/23*	

1. PROPOSAL

1.1. The proposal is for the Council to commission external provider(s) to deliver public electric vehicle charging infrastructure in Sheffield under contract(s) that will continue for up to 20 years. It is anticipated that the contract(s) will be awarded for a value up to £15m (public funding). The contract(s) would, subject to project approvals, grant awards and compatible terms of funding and timescales, deliver electric vehicle charging infrastructure funded through the Clean Air Zone as well as the governments On Street Residential Chargepoint scheme and Local Electric Vehicle Infrastructure Fund and any further funds that may become available.

1.2. Background

- Sheffield City Council has declared a Climate Emergency and is working towards Sheffield becoming a zero-carbon city by the start of the next decade. Electric vehicles (EVs), alongside modal shift to walking, cycling and public transport, will be crucial to meet this goal, as well as contributing to improved air quality, and so health, in the City.
- By 2030, government anticipate there will be up to 10 million battery electric vehicles on the road and around 300,000 public chargepoints needed as a minimum in the UK.
- In January 2023 however there were just 37, 055 public chargepoints in the UK (55.3 per 100,000 population) with 157 of these in Sheffield providing 28.3 chargepoints per 100,000 population[1]. A catalysing increase in the number of publicly available chargepoints is needed in the coming years.
- On the 21st September 2022 a report was brought to the Transport, Regeneration and Climate Committee where a number of short term actions were agreed to progress the delivery of public electric vehicle charging infrastructure in Sheffield. This included the action to develop a procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure through a concession agreement.

1.3. Strategic Approach

- SCC intends to bid for future funding to support the roll out of residential charging based around a local charging hub model[2] prioritising areas where there is greatest demand / future need as set out in *Electric Vehicle Public Charging Infrastructure Update and*

[1] Electric vehicle charging device statistics: January 2023 - GOV.UK (www.gov.uk)

[2] A local charging hub will consist of a, or a number of, public EV charging units located to serve nearby residents. This could be on highway, in local a car park or other local site. Hubs will be incorporated into existing parking bays (or street furniture if feasible) wherever possible. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway. This is to minimise the impact on residents and other users. Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines must be maintained. Innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model where feasible.
See *Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, Report to TRC Committee, 21st September 2022*

Short-Term Action Plan, Report to Transport, Regeneration and Climate Committee, 21st September 2022. Alternative delivery options to that proposed which were considered are set out in section 5.

- We would expect any external chargepoint provider to demonstrate how they would propose to support us in achieving at least the minimum public residential EVCP requirement as set out by the TfN model utilising On Street Residential Chargepoint scheme (ORCs) and Local Electric Vehicle Infrastructure (LEVI) bids [See Appendix B] as well as a number of en-route hubs utilising CAF funding [See 1.5].
- Not only will the chargepoint provider(s) be required to work with SCC towards absolute numbers SCC will expect to see equitable development proportional to the MSOA split indicated by the TfN model unless otherwise agreed (for example due to a lack of available sites or that it can be shown not to be financially viable/ value for money)
- The provider(s) will be expected to work with SCC to contribute to the development of a charging network that responds to developing national and local strategy positions, legislation and guidelines as well as rapidly changing technologies.

1.4. Current Infrastructure and Delivery Model

- The Council's current network of 27 Rapid EV chargers[3] was funded via the governments Early Measures Fund and Office for Low Emission Vehicles and National Highways (previously Highways England) and delivered via a Own and Operate model [see Appendix A for model explanation] with associated financial and reputational risk sitting with Sheffield City Council.
- In 2022/23 an additional 48 single chargers have been installed with Get Britain Building funding via the South Yorkshire Mayoral Combined Authority under a separate Own and Operate contract.
- The financial impact of delivering charging facilities under an 'own and operate' model within Council owned car parks and sites (due to for example electrical standing charges / cost, maintenance and operation, renewal or decommissioning against projected income) was considered as part of individual project approvals. However current electricity price volatility has meant that the current tariff does not fully cover electricity prices or include provision to deal with issues such as vandalism. This is however being reviewed, see Electric Vehicle Charger Fees and Chargers report to Waste and Street Scene Policy Committee, 15th February 2023 (*Waste & Street Scene Policy Committee on Wednesday 15 February 2023, 2.00 pm*)
- Unless additional funding is found at the end of these contracts (anticipated to be 03/27 and 03/28 respectively) to operate and maintain / upgrade (as required) the chargers they may fail and / or become redundant and have to be removed. This would be a further cost burden to the Council. It is therefore proposed that this

[3] 20 became operational in 21/22 and 7 are to come into operation shortly following the resolution of contractual issues related to the original supplier going into administration. 10 of the rapid chargers are taxi only as a condition of the funding.

infrastructure would be accrued into the new contract(s) at this point, if feasible, see 1.5.

1.5. Future Funding and Infrastructure

- Funding in the region of £1.16m is available to support the development of EV charging points across Sheffield and Rotherham from the Department for Environment, Food and Rural Affairs via the Clean Air Fund following the approval of the Clean Air Zone Full Business Plan by government on 13 July 2022.
- In addition following the report that was brought to the Transport, Regeneration and Climate Committee on 21st September 2022 it was agreed that Sheffield City Council would bid for On Street Residential Chargepoint Scheme (ORCs) funding (subject to approval of appropriate match funding and delivery model as necessary) and develop a proposal for the Local Electric Vehicle Infrastructure (LEVI) fund either as SCC, or as part of a SY MCA led consortium.
- It is proposed that the procurement of external provider(s) would allow for the strategic delivery of public electric vehicle charging infrastructure in Sheffield utilising these funds (subject to agreement and the grant terms of funding being compatible) alongside private investment from the external provider(s), as well as any further funds (subject to agreement) that may become available
- We would also be looking for the external provider(s) to take over the ownership, maintenance and operation of our existing infrastructure once current contracts come to an end (Up to 29 rapid (50kW) chargers and 46 fast (7kW) chargers) (additions / deletions to be agreed between both parties)
- In parallel we are investigating a separate trial of electric vehicle charging infrastructure linked to street lighting columns. The aim being to work through the technical issues associated with charging from Sheffield's existing infrastructure and understand the commercial viability as well as practical issues with the approach.

1.6. Proposed Model

- It is recommended that contract(s) are put into place that allow for future public charging infrastructure in Sheffield to be developed with external provider(s). These are expected to take the form of concession agreements [see Appendix A for explanation of concession agreements] or similar, to achieve the encouragement of private sector investment, begin to reduce reliance on government grants and minimise risk to the local authority.
- Informal discussions with a number of external providers suggests that there is interest from the market in the proposed model.
- Under this model we would be looking for a provider(s) who would work with us:
    - towards our aim of all residents, businesses and visitors in Sheffield being able to access reliable, commercially sustainable, electric vehicle charging infrastructure

    - to deliver on and support development of our strategic approach [see section 1.3] and proposals to roll out public EV charging facilities in the City
    - to invest in and deliver residential, destination and hub charging across the City, and work with us to secure further public investment to support this
  - The provider(s) would be responsible for:
    - Demand modelling / input into strategy development
    - Selection of sites (where appropriate and subject to agreement with Sheffield City Council) and feasibility
    - Installation and maintenance of underground infrastructure (to revert to SCC ownership at end of contract where appropriate)
    - Installation, operation and maintenance of overground infrastructure
    - Support in the development of funding bids (and meeting the terms and conditions of these bids)
  - The procurement exercise will aim to maximise the level of private sector investment whilst meeting our strategic ambitions [section 1.3]
  - The contract(s) would not give full exclusivity to the provider to allow for future competition and also the development of pilots and / or future technologies in parallel as appropriate.

1.7. <u>Challenges and Opportunities</u>

- Electric vehicle charging technologies and systems are developing at a pace, as are the requirements and regulations associated with them. Any long-term contract must account for this.
- There is currently a lack of guidance around the provision of disabled spaces and customer facilities for example booking and payment methods for electric vehicle charging. The external provider(s) will be required to work with us to meet the Council's obligations under the public sector equality duty.
- The use of Sheffield City Council public car parks and / or land has financial implications and many calls so will be subject to agreement on a site by site basis
- The Streets Ahead contract means that highways maintenance in Sheffield is undertaken by Amey. If works are to take place on the highway all appropriate consents will have to be obtained by the provider. Arrangements for ground works, signing, lining and Traffic Regulation Orders for example (whether to be undertaken by the provider or Council / Amey and how they are funded, either by the provider or from available grants) will form part of the contract development.
- As the owner / operator of the electric vehicle charging facilities the external provider(s) would likely expect to have control over the tariff charged. Sheffield City Council will need to ensure through the procurement that a market competitive price is maintained to ensure value for its residents.
- There is a potential opportunity for the council to negotiate an income stream via this contract. This, although likely to be limited, will be tested via the market to be used to cover revenue costs associated

with contract management and future planning for electric vehicle charging infrastructure / other associated costs. Any further income may be reflected in additional liabilities, or the price paid by customers and would only be sought where this was not the case.

- Long term contract management arrangements within the Council need to be confirmed to ensure projects are delivered, performance indicators met, and any issues dealt with in a timely fashion.

2. HOW DOES THIS DECISION CONTRIBUTE?

1.8. The Council has declared a climate emergency which necessitates a move away from the use of traditional fossil fuels, to cleaner technologies such as electric. SCC is working towards Sheffield becoming a zero-carbon city by the end of the next decade.

1.9. This report supports the initial strategic priority of the developing Corporate Plan of Clean Economic Growth. Delivering on the key issue of the Climate Emergency and supporting the Clean Air Zone. The 10 Point Plan for Climate Action includes that we will work to ensure we have the planning and infrastructure we need for the future, including investing in our transport infrastructure.

1.10. The Sheffield City Region Transport Strategy 2018-2040 (the statutory Local Transport Plan for South Yorkshire) recognises the need to increase EV charging points in the region in order to encourage large scale uptake of electric vehicles. The Council's Transport Strategy (March 2019) also sets out the need to plan for charging infrastructure at home, at key destinations and at work so we are ready for a clean future

1.11. The government has committed to ending the sale of new petrol and diesel cars and vans by 2030. Roll out of public electric vehicle charging infrastructure will help facilitate this switch to Ultra Low Emission / electric vehicles, supporting the economy (businesses and visitors) as well as a more inclusive transition for those that do not have access to off street parking.

1.12. The recommendation also supports the Council's goal to ensure SCC's financial stability and sustainability by proposing a model which provides the opportunity to cover or contribute to the annual revenue cost to the Council of delivering public electric vehicle charging infrastructure.

3. HAS THERE BEEN ANY CONSULTATION?

1.13. There has not been a public consultation regarding this proposal specifically.

1.14. Specific locations for charging facilities will be developed with the external provider(s) once they are in place and consulted upon as appropriate, for example this might include Ward Members, Local Area Committees, landowners (if applicable), businesses and residents.

1.15. The Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University also carried out a piece work[4] for Sheffield Council in 2021 examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham. Amongst other outcomes this found:

- Of the 39.8% of respondents willing to walk to a charging point (65.4% had access to a driveway or off street parking), 27.4% would walk 5 minutes or less (this fell to 13.1% for 10 minutes or less)
- 42.7% disagreed or strongly disagreed that there were enough charging points in the city (45.8% didn't know)

1.16. Increasing the number of public charging points for electric cars was a popular 'other' suggestion during the consultation carried out in relation to the Clean Air Zone, where in addition to the high cost of electric vehicles, the lack of electric vehicle charging points was highlighted as a key barrier to investing in cleaner vehicles.

4 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- The proposal contributes towards addressing health inequalities and other causes and identifiers of inequality in Sheffield.
- An Equality Impact Assessment has been developed and will need to be kept under review and updated to reflect the development of the procurement and subsequent roll-out of the chargepoint infrastructure. This reflects the above point in this report that the external provider will be required to work with us to meet the Council's obligations under the public sector equality duty.
- The EIA notes likely impacts in relation to:
  - Disability (also noting the above comment in this report about disabled spaces)
  - Health
  - Age
  - Race (specifically the need to provide information in languages other than English, based on 2021 Census data), and
- Poverty & Financial Inclusion (an aim to ensure that residents have access to market competitive tariffs)

4.2 Financial and Commercial Implications

- There are no financial implications for the Council arising directly from this report. Actions will be progressed within current staffing resources. Any additional requirements – whether staffing or budgetary - will be brought forward for additional approvals as required. Electric vehicle charge point delivery will be funded from external grant funding. Sheffield City Council may wish to provide additional funding as the

[4] Jordan, Millings, & Arden (2021) **Examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham.** Report for Sheffield City Council by the Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University

contract progresses but again, this would be subject to further approvals.

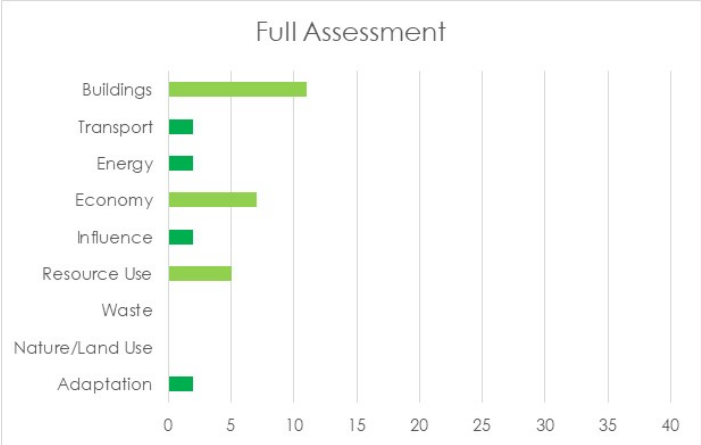
- Undertaking procurement for commercial partner(s) to deliver EV charging infrastructure through concession agreement(s), or similar, [Appendix A] is recommended. This will best place us to harness the knowledge, skills and expertise of market leaders in this sector. It will also reduce the financial risk to the Council in the longer term roll out of electric vehicle charging facilities, especially for residential charging where nationally it is accepted that the business case is more challenging. If the Council does not adopt this approach the financial and reputational risks of delivering electric vehicle infrastructure will remain with the Council. Ongoing operation, maintenance and upgrade costs may not be covered by income in the shorter term and unless additional funding was found chargers may fail and / or become redundant and have to be removed. This would be a further cost burden to the Council.

4.3 Legal Implications

- This report seeks authority for the procurement of external provider(s) for public electric vehicle charge points for residents, businesses and visitors to Sheffield. Along with delegation of authority to take such steps to achieve the aims and objectives as detailed and set out in this report including awarding of the tender(s) to the successful provider(s).
- The matters set out in this report are matters for Committee approval.
- Further approval processes will be adhered to following market procurement. Further legal considerations may be required as procurement progresses and at contract stage.
- The Transport Act 2000 places a duty on local authorities to develop and implement policies which will create a safe, efficient, integrated and economic transport system that meets the needs of persons living or working within the city. The Council's proposals in respect of electric vehicle charging will join the Sheffield City Region Transport Strategy 2018-2040 (as described in paragraph 2.3) in fulfilling that duty.
- If the recommended decisions in this report are made, further funding bids / approvals which result will be developed and taken through the Council's decision-making process as appropriate, where the specific legal implications associated with those actions will be considered before approval may be given.
- The Council must consider the engagement of key stakeholders, residents and members of the public where appropriate, and this will be addressed during the planning and delivery of those processes which alter the use of the public highway, in addition to any statutory requirement to do so relevant to the specific process concerned. A proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders.
- Legal advice will be provided at the relevant stages of the process. Legal services will be consulted to ensure that all relevant regulations are adhered to.

4.4 Climate Implications

- Considerations of climate implications and a full Climate Impact Assessment has been undertaken as appropriate specifically in relation to the recommendations of this report.
- The full Climate Impact Assessment has determined overall the project achieves a reduction in emissions.



- While there will be short term negative impacts in terms of installation and construction of the network, the project will achieve emissions reductions through decarbonisation of transport and consideration in the tender of use of renewable energy and materials used in servicing and maintenance. The project will also provide economic benefits in terms of access to electric charging for businesses and the potential for a local provider(s) to bid for the contract. The visible roll out of the network also provides great opportunities for awareness raising around low carbon travel. Mitigation measures will be achieved by including in the tender process.
- Endorsing the recommendations stated in this report will help to improve a sustainable and inclusive economy in both Sheffield and the wider Sheffield City Region.

4.5 Other Implications

- There are no direct Human Resource implications for the Council. The procurement will require resource from various council departments, Transport Planning, Legal and Commercial Services in particular.
- There are no direct Property related implications for the Council. Any proposals resulting from the procurement will be taken through their own approvals process for consideration.
- A risk register to cover things such as vandalism, changes in direction from Government, changes in technology, lack of suitable land for hubs, etc. will be developed.
- Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC is currently proposing the introduction of a ‘category C’ Clean Air Zone, which a switch to electric vehicles would support.
- Key risks to the Council continue to relate to the affordability of the current schemes related to the volatility of the price of electricity and

issues such as vandalism. This procurement proposal seeks to minimise these risks.

5 ALTERNATIVE OPTIONS CONSIDERED

5.1 More detailed consideration of the options summarised below is outlined in Appendix A to this report.

	Option	**Recommendation**
1	Local Authority Network Ownership	Not to progress. Key reason: financial and reputational risk to the Council. Lack of private sector finance limits scale of roll out.
2	Concession Agreement (or similar)	To progress. Key reason: ability to match private sector and government funding and maximise strategic roll out across the City. Financial risks reduced. Knowledge, skills and expertise of market leaders contribute to development of commercially sustainable network.
3	Fully Funded Charging Infrastructure only	Not to progress. Key reason: locations limited to those that are commercially sustainable and ability to support less commercial sites in the near future reduced.
4	Leased Charging Infrastructure only	Not to progress. Key reason: lack of revenue to provide fixed service payments.

5.2 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.

6 REASONS FOR RECOMMENDATIONS

6.1 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

6.2 If the recommendation is supported, the Council would look to procure an external supplier(s) for delivery as outlined above.

Appendix A[5]

Public Electric Vehicle Charging Network Procurement and Ownership Options

Electric vehicle charging infrastructure may be installed privately, by the local authority or in conjunction with the private sector. There are two broad approaches[6] available to local authorities, 'own and operate' and concession type agreements[7].

Local Authority Network Ownership

- This is the 'own and operate' model
- It is the model Sheffield has used to install its current infrastructure - supplier appointed to install and manage chargepoints, fully funded
- We are a cluster member in a South Yorkshire contract that would allow us to deliver further works in this model
- An alternative own and operate model would be for the provider to fund operation / maintenance as part of a revenue share agreement

Advantages	Disadvantages
Local authority retains ownership and collects all revenue	Requires funding from government and / or local authority
Local authority determines locations	Financial and reputational risk lies with local authority
Simpler procurement, frameworks available	Ongoing operation, maintenance and upgrade costs
Local authority determines tariffs	Changes to the market and / or technology could leave local authority with redundant infrastructure
Control over back office systems	Less incentive for operator to repair faults / difficulty with enforcement of SLAs

Concession Type Agreements

- Operational costs and risks are shared with a chargepoint operator (the concessionaire).
- The operator may fully-fund or match-fund the capital costs and take on the operating costs of the project.

[5] Appendix B from Transport, Regeneration and Climate Committee Report, Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, 21st September 2022

[6] Alternative models include 'free' charging infrastructure (details vary but likely to be highly selective where available) and 'leasing' (no upfront cost, fixed service charge, more often workplaces / fleets)

[7] Energy Savings Trust, Procuring Electric Vehicle Chargepoints for Local Authorities EST0038-01-Procuring-Electric-Vehicle-Charging-Guide-03.pdf (energysavingtrust.org.uk)

- There are a wide range of options with different degrees of private sector involvement and contractual terms.
- This option is in line with the governments new national EV charging infrastructure strategy (leveraging private sector investment).
- It is recommended that future charging infrastructure is developed via some form of concession agreement (or similar) to encourage private sector investment, begin to reduce reliance on government grants and minimise risk to the local authority.

Advantages	**Disadvantages**
Some income may be shared with the local authority	Reduced income compared with full ownership
Operator responsible (and incentivised) for maintenance of network	Procurement likely to take more resource developing tender requirements / specification
Local authority has reduced maintenance / financial risk	Less suppliers, depending on terms of the contract
Local authority may retain ownership of the equipment or underground electrical connections	Most likely to support chargepoints which are likely to be commercially viable, or of a sufficient scale that cross subsidisation possible
Operator may be responsible for updating equipment and software	Expansion of network may be dependent on utilisation, potential for this to be slower and less equitably spread [dependent on agreement]*

*There is however also potential to offer a portfolio of sites when procuring which provides a mixture of profitable and less profitable sites - this might be more acceptable for a Charge Point Operator.

Other approaches

Other approaches are available for example including Joint Venture or Land Lease only options. These have been discounted due to additional complications / lack of strategic influence.

Appendix B - Sheffield Public EV Charging Point Evidence Base

Sheffield's Current Public Provision

Electric Vehicle Charging Device Statistics: January 2023 electric-vehicle-charging-device-statistics-january-2023.ods (live.com)157 devices in total (slow, fast, rapid and ultra rapid) in Sheffield

- 46 rapid devices (25kW or above)
- 111 slow and fast devices (below 25kW)

Devices are classified by their power output, and each device may offer one or more connecting points.

In 2022/23 Sheffield City Council will install an additional 2 Rapid chargers and 46 fast chargers (each with one socket).

Forecasting Electric Vehicle Chargepoint Demand

There are now a number of tools that can help Local Authorities to forecast public electric vehicle chargepoint demand. However these predictions can have a wide range. This is a result of both the inherent uncertainty that arises from assumptions around future behaviour and technologies as well as basic differences in what is considered an electric vehicle (for example just cars or also other vehicle types), the terminology (e.g. chargepoint vs device), what is considered public and the definition of chargepoint speed (what is considered 'fast' etc).

National Electric Vehicle Insight & Strategy (NEVIS) Tool

The NEVIS tool has been developed by Cenex as part of the Local Electric Vehicle Infrastructure (LEVI) scheme support programme. It includes amongst other things information on the projected transition to Battery Electric Vehicle (BEV) cars and LGVs in Sheffield and the associated carbon reductions.

Project Chargepoint Numbers Requirements for Sheffield

2030 ban (medium) scenario[8]

Year	7kW	22kW	Total fast	50kW	150kW	Total rapid
2025	626	85	711	35	10	45
2030	2457	186	2643	90	52	142
2035	3912	295	4207	143	130	273

*Numbers refer to **sockets** (assumes one chargepoint is one socket)

[8] In terms of projected EV requirements, there are a number of scenarios but the 2030 ban (medium) is considered the most realistic (and follows government target for the entire car fleet being zero emission by 2050).

TfN Charging Infrastructure Framework

Developed by Transport for the North (TfN) to support local authority and national government partners in the planning and deployment of EV charging infrastructure. TfN EV Charging Infrastructure Framework (windows.net)

Project EV requirements are linked to TfNs transport scenarios and two different behavioural scenarios. It produces a range of results as illustrated below.

Year	Public Residential EVCP Requirement[9]	Destination EVCP Requirement[10]	Total Fast Requirement
2025	460 - 1000	300 – 1200	760 – 2200
2030	1600 - 2200	980 – 2700	2580 – 4900
2035	2300 - 3200	1400 - 4000	3700 - 7200

En-route rapid charging requirements are not provided by this model. It does however identify the top 200 ranking sites across TfN's operating area with the most potential for installation of en-route charging infrastructure.

Sites in Sheffield:

- Stocksbridge (close to Fox Valley Way / Liberty Steel)
- Sheffield City Centre (Arundel Gate)
- Chaucer
- Tinsley
- Meadowhead
- Mosborough

[9] Charging which occurs on-street near a driver's home location, for example while parked on a local road or in a public car park. Assumed 7kW charger.

[10] Destination: Charging which occurs in locations such as supermarkets, gyms, etc. Typically at a 7 kW charger where a user stays for 30 - 60 minutes.

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Equality Impact Assessment Number 1464

PART A
Introductory Information

Proposal name | **Electric vehicle charging points**

Brief aim(s) of the proposal and the outcome(s) you want to achieve

This proposal follows on from action contained within the Transport and Regeneration Committee report, *Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, 21st September 2022*, to develop a procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure through a concession agreement.

Under the proposal:

- An external provider would be appointed to support SCC in developing strategic funding bids to support the development of a commercially sustainable electric vehicle charging network
- The external provider would carry out site selection and feasibility, as appropriate, invest in, own and be responsible for public electric vehicle charging points (including operation and maintenance) rolled out under the contract
- Ownership of the underground infrastructure, where appropriate, would return to SCC at the end of the contract

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

- A significant 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 support the development of a commercially sustainable electric vehicle charging network

Proposal type

○ Budget ● Non Budget

If Budget, is it Entered on Q Tier?

○ Yes ● No

If yes what is the Q Tier reference

Year of proposal (s)

○ 21/22	● 22/23	○ 23/24	○ 24/25	○ other

Decision Type

- ○ Coop Exec
- ● Committee - Transport, Regeneration and Climate
- ○ Leader
- ○ Individual Coop Exec Member
- ○ Executive Director/Director
- ○ Officer Decisions (Non-Key)
- ○ Council (e.g., Budget and Housing Revenue Account)
- ○ Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member Cllr Julie Grocutt (Co-Chair) & Cllr Mazher Iqbal (Co-Chair)

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Jenny Wood

EIA start date 31/01/2023

Equality Lead Officer

- ○ Adele Robinson
- ○ Annemarie Johnston
- ○ Bashir Khan
- ● Ed Sexton
- ○ Louise Nunn
- ○ Beverley Law

Lead Equality Objective (see for detail)

○ Understanding Communities	○ Workforce Diversity	○ Leading the city in celebrating & promoting inclusion	● Break the cycle and improve life chances

Portfolio, Service and Team

Is this Cross-Portfolio

○ Yes ● No

Portfolio/s

City Futures

Is the EIA joint with another organisation (e.g. NHS)?

○ Yes ● No Please specify

Consultation

Is consultation required? (Read the guidance in relation to this area)

○ Yes ● No

If consultation is not required, please state why

The proposal is informed by research carried out for Sheffield City Council in 2021 by the Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University. Developments resulting from this procurement will be consulted on as appropriate.

If consultation has already been carried out, please provide details of the results with equalities analysis

Are Staff who may be affected by these proposals aware of them?

N/a

○ Yes ○ No

Are Customers who may be affected by these proposals aware of them?

N/a

○ Yes ○ No

If you have said no to either please say why

Initial Impact

Under the Public Sector Equality Duty we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

For a range of people who share protected characteristics, more information is available on the Council website including the Community Knowledge Profiles.

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

● Health	○ Transgender
● Age	○ Carers
● Disability	○ Voluntary/Community & Faith Sectors
○ Pregnancy/Maternity	○ Cohesion
● Race	○ Partners
○ Religion/Belief	● Poverty & Financial Inclusion
○ Sex	○ Armed Forces
○ Sexual Orientation	○ Other

Cumulative Impact

Does the Proposal have a cumulative impact?

● Yes ○ No

● Year on Year	○ Across a Community of Identity/Interest
○ Geographical Area	○ Other

If yes, details of impact

Climate Change - Supports activity to progress the 10 point Climate Action plan and the introduction of the Clean Air Zone.

Local Area Committee Area(s) impacted

● All ○ Specific

If Specific, name of Local Committee Area(s) impacted

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

Overall there should be a positive impact from this proposal, in particular for disabled people and poverty & financial inclusion.

Developments resulting from the procurement will be consulted, or go through individual approvals for implementation, including completing Equality Impacts Assessments (or updating other EIAs), as appropriate.

Is a Full impact Assessment required at this stage? ● Yes ○ No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Part B

Full Impact Assessment

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

○ Yes ● No *if Yes, complete section below*

Staff
○ Yes ● No

Customers
○ Yes ● No

Details of impact

Note: Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC is currently proposing the introduction of a 'category C' Clean Air Zone, which a switch to electric vehicles would support.

Comprehensive Health Impact Assessment being completed

○ Yes ○ No

Please attach health impact assessment as a supporting document below.

An EIA REF: 803 was undertaken for the Clean Air Plan Final Full Business Case as well as health impact assessment / screening.

Public Health Leads has signed off the health impact(s) of this EIA

○ Yes ○ No

Name of Health Lead Officer

Age

Impact on Staff
○ Yes ● No

Impact on Customers
● Yes ○ No

Details of impact

The location and cost of charging points are related factors to this proposal that are likely to have an impact on people on grounds of age – for example, for older people or for working-age people. This will need factoring into arrangements with the external provider.

Disability

Impact on Staff
○ Yes ● No

Impact on Customers
● Yes ○ No

Details of impact

22,500 blue badges were held by people in Sheffield in 2013 (DfT 2013).

The programme of publicly available chargers / future charging hubs will be available to all to use and will seek to comply with **PAS 1899:2022** a new specification on accessible public chargepoints for electric powered vehicles. It covers the design and placement of chargepoints, including the location spacing and surrounding environment, as well as the information, signals and indicators to be provided. The provision and management of accessible spaces will be included in roll out as appropriate.

The Motability Scheme helps disabled people get mobile by exchanging their mobility allowance to lease a car, scooter, powered wheelchair or Wheelchair Accessible Vehicle. Electric and hybrid vehicles are available through the scheme. Where off-street parking is not available, or it's not possible to fit a home charge point, users need to be able to access a network of public charging points for easy charging (Are there any electric vehicles on the Motability Scheme? | Motability Scheme).With the end of sale of new petrol and diesel cars and vans by 2030 those using lease schemes such as this are likely to move to full electric more quickly than the general fleet and as such require the expansion of the network to be accelerated.

SCC intends to bid for future funding to support the roll out of residential charging based around a local charging hub model[1] prioritising areas where there is greatest demand / future need. This does not exclude the potential for more individual solutions for disabled residents which will continue to be investigated.

In addition, pedestrians are top of the road user hierarchy in the amended Highway Code, and Inclusive Mobility guidelines[2] require that the needs of all disabled people are considered from the outset.

In line with the government's new national strategy residential charging hubs will be incorporated into existing parking bays (or street furniture if this becomes feasible in the future)[3]. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway in order to minimise impact on residents and other users.
Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines[4] must be maintained.

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[1] A local charging hub will consist of a, or a number of, public EV charging units located to serve nearby residents. This could be on highway, in local a car park or other local site. Hubs will be incorporated into existing parking bays (or street furniture if feasible) wherever possible. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway. This is to minimise the impact on residents and other users. Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines must be maintained. Innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model where feasible.

See *Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, Report to TRC Committee, 21st September 2022*

[2] Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

[3] Supported by governments national strategy which notes that:
Chargepoints should not obstruct pavements or highways or present a safety risk to pedestrians.
Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded and safety of pedestrians is not jeopardised.

[4] Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

Race

Impact on Staff
○ Yes ● No

Impact on Customers
● Yes ○ No

Details of impact

There are 11,163 households in Sheffield where no household members have English as their main language (4.8%)[5].

Information should be available to be provided in multiple languages to ensure access. The appendix shows main languages spoken in Sheffield from the 2021 Census. The top 12 from the list in order are:

- English
- Arabic
- Urdu
- Chinese
- Slovak
- Polish
- Romanian
- Panjabi
- Kurdish
- Somali
- Bengali (with Sylheti and Chatgaya)
- Persian or Farsi

Poverty & Financial Inclusion

Impact on Staff
○ Yes ● No

Impact on Customers
● Yes ○ No

Details of impact

Charging an electric vehicle at public electric vehicle charging facilities is usually more expensive than for those who can charge from home. This is linked to the costs associated with installing, maintaining, and operating the facilities as well as differences in VAT. Tariffs vary depending on the charge point operator, type of charging and energy price fluctuations amongst other things.

Government recently ended the plug in grant for cars to concentrate funding on a) expanding the public charging network (seen as one of the main barriers to EV ownership) and b) electric taxis, vans, trucks, motorcycles and wheelchair accessible vehicles (where the switch to electric requires further development). The DfT note that the scheme has succeeded in creating a mature market for ultra-low emission vehicles, helping to increase the sales of fully electric cars from less than 1,000 in 2011 to almost 100,000 in the first 5 months of 2022 alone.

Government expect that EV drivers can expect to see a surge in cheaper, more reliable and quicker public chargepoints, as the government delivers its commitment to install 10 times more on-street chargers by 2030 (Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK (www.gov.uk)).

[5] Local Insight profile for 'Sheffield' area, SCC, 14/12/22 Local Insight (communityinsight.org)

The Council is likely to no longer have full control over the setting of EV charger tariffs at its chargers under a concession contract.

Whilst this it is not possible to address the higher price of electricity at public charge points through this procurement the Council should look to ensure that residents have access to market competitive tariffs so that those without access to off street parking have the option of electric car ownership supported by a commercially sustainable network. In addition, innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model where feasible.

Action Plan and Supporting Evidence

What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales

Actions include:

- Include quality questions around complying with **PAS 1899:2022**
- Include quality questions around provision and management of disabled spaces
- In parallel continue to investigate the potential for more individual solutions for disabled residents and work with disability interest groups whilst developing strategy to be implemented through the contract
- Include quality questions around provision of information in alternative languages
- Carry out market testing to understand the best approach to ensuring residents have access to market competitive tariffs
- Continue to investigate the potential for on-street home charging solutions
- Through this procurement, look to ensure that residents have access to market competitive tariffs

Development implemented through this procurement will develop specific EIAs, or update existing ones, as appropriate, to be approved as part of their approvals process.

Supporting Evidence (Please detail all your evidence used to support the EIA)

Disabled People Community.pdf (sheffield.gov.uk)

Are there any electric vehicles on the Motability Scheme? | Motability Scheme

Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK (www.gov.uk)

UK electric vehicle infrastructure strategy - GOV.UK (www.gov.uk)

Local Insight (communityinsight.org)

Detail any changes made as a result of the EIA

Ensured the inclusion of actions and considerations listed above in the committee report

Identified an up-to-date list of the most commonly-spoken first languages in Sheffield

Following mitigation is there still significant risk of impact on a protected characteristic. ○ Yes ● No

If yes, the EIA will need corporate escalation? Please explain below

Sign Off – Part B (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

● Yes ○ No

Date agreed 08/02/2023

Name of EIA lead officer Ed Sexton

Review Date 08/05/2023

Appendix

Main Language spoken in Sheffield (2021 Census)	Total	%
English (English or Welsh in Wales)	491478	91.2%
Arabic	6055	1.1%
South Asian language: Urdu	3747	0.7%
East Asian language: All other Chinese	3731	0.7%
Other European language (EU): Slovak	3140	0.6%
Other European language (EU): Polish	3045	0.6%
Other European language (EU): Romanian	2082	0.4%
South Asian language: Panjabi	1732	0.3%
West or Central Asian language: Kurdish	1444	0.3%
African language: Somali	1384	0.3%
South Asian language: Bengali (with Sylheti and Chatgaya)	1327	0.2%
West or Central Asian language: Persian or Farsi	1296	0.2%
Spanish	1211	0.2%
Portuguese	995	0.2%
Other European language (EU): Italian	920	0.2%
African language: Tigrinya	862	0.2%
Other European language (EU): Greek	820	0.2%
West or Central Asian language: Pashto	769	0.1%
East Asian language: Cantonese Chinese	730	0.1%
Other European language (EU): Hungarian	714	0.1%
French	673	0.1%
East Asian language: Mandarin Chinese	660	0.1%
Turkish	650	0.1%
South Asian language: Malayalam	600	0.1%
Other European language (non EU)	518	0.1%
Other European language (non EU): Albanian	433	0.1%
Other European language (EU): Bulgarian	430	0.1%
African language: Any other African language	416	0.1%
Russian	411	0.1%
South Asian language: Tamil	399	0.1%
Other European language (EU): Lithuanian	375	0.1%
South Asian language: Pakistani Pahari (with Mirpuri and Potwari)	341	0.1%
Other European language (EU): Czech	335	0.1%
South Asian language: Telugu	293	0.1%
African language: Swahili or Kiswahili	289	0.1%
South Asian language: Any other South Asian language	284	0.1%
East Asian language: Any other East Asian language	275	0.1%
South Asian language: Hindi	273	0.1%
African language: Amharic	273	0.1%
Other European language (EU): German	265	0.0%
East Asian language: Malay	249	0.0%
Sign language: British Sign Language	227	0.0%
Other European language (EU): Latvian	199	0.0%
East Asian language: Tagalog or Filipino	198	0.0%
African language: Shona	189	0.0%
East Asian language: Thai	186	0.0%
East Asian language: Vietnamese	170	0.0%
South Asian language: Nepalese	157	0.0%

Main Language spoken in Sheffield (2021 Census)	Total	%
Other European language (EU): Dutch	156	0.0%
South Asian language: Gujarati	142	0.0%
South Asian language: Marathi	128	0.0%
East Asian language: Korean	118	0.0%
African language: Igbo	103	0.0%
East Asian language: Japanese	99	0.0%
African language: Yoruba	97	0.0%
South Asian language: Sinhala	92	0.0%
African language: Any other West African language	92	0.0%
West or Central Asian language: Any other West or Central Asian language	88	0.0%
Other European language (EU and non-EU)	78	0.0%
Other European language (EU and non-EU): Bosnian, Croatian, Serbian, and Montenegrin	78	0.0%
African language: Akan	74	0.0%
African language: Any other Nigerian language	70	0.0%
Other language	67	0.0%
Other European language (EU): Slovenian	63	0.0%
Other European language (EU): Any other European language (EU)	58	0.0%
Other European language (EU): Swedish	54	0.0%
Other European language (non EU): Northern European language (non EU)	54	0.0%
African language: Lingala	53	0.0%
Sign language: Any sign communication system	41	0.0%
Other European language (EU): Estonian	40	0.0%
Other European language (EU): Danish	33	0.0%
Other European language (non EU): Ukrainian	30	0.0%
Other European language (EU): Finnish	29	0.0%
African language: Luganda	23	0.0%
African language: Afrikaans	18	0.0%
Sign language: Any other sign language	15	0.0%
West or Central Asian language: Hebrew	14	0.0%
African language: Krio	14	0.0%
Other European language (EU): Maltese	13	0.0%
Caribbean Creole: Any other Caribbean Creole	8	0.0%
Other European language (non-national)	5	0.0%
Other European language (non-national): Any Romani language	5	0.0%
Oceanic or Australian language	5	0.0%
Caribbean Creole: English-based Caribbean Creole	3	0.0%
Any other Eastern European language (non EU)	1	0.0%
Other European language (non-national): Yiddish	0	0.0%
North or South American language	0	0.0%
Total: All usual residents aged 3 years and over	538808	100.0%

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Climate Change Impact Assessment Summary

Project/Proposal Name	Future for the provision of electric vehicle charging points	**Portfolio**	City Futures
Committee	Transport, Regeneration and Climate	**Lead Member**	
Strategic Priority	Clean Economic Growth	**Lead Officer**	Kate Martin
Date CIA Completed		**CIA Author**	Jenny Wood
		Sign Off/Date	17/01/23

Project Description and CIA Assessment Summary	This report follows on from action contained within the Transport and Regeneration Committee report, Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan, 21st September 2022, to develop a procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure through a concession agreement. Under the proposal: • An external provider would be appointed to support SCC in developing strategic funding bids for a commercially sustainable electric vehicle charging network • The external provider would carry out site selection and feasibility, invest in, own and be responsible for public electric vehicle charging points (including operation and maintenance) rolled out in Sheffield • Ownership of the underground infrastructure, where appropriate, would return to SCC at the end of the contract

Rapid Assessment	Does the project or proposal have an impact in the following areas? Select all those that apply. Only complete the sections you have selected here in the assessment.		
Buildings and Infrastructure	Yes	**Influence**	Yes
Transport	Yes	**Resource Use**	Yes
Energy	Yes	**Waste**	No
Economy	Yes	**Nature/Land Use**	No
		Adaptation	Yes

Full Assessment

Category	Impact	Description of Project Impact	Mitigation Measures	Mitigated Score	Procurement Action Required?	Proposed KPI/Measure
Buildings and Infrastructure	**Construction**	The proposed procurement will enable the installation of public electric vehicle chargepoints for residents, businesses and visitors to the City (although in itself will not deliver this). Assocaited with future construction will be embodied carbon. Few studies have looked at the difference between technologies / approaches.	Within the procurement process, consideration will be given to including quality questions on the principles of sustainable design and construction, including how carbon reductions within chargepoint lifecycles will be maximised (design, manufacture, transport installation, operation and decommissioning) and due regard to the sourcing of energy supply (low carbon preference)	9	Yes	To include carbon reporting if possible
	Use	The proposed procurement will enable the installation of public electric vehicle chargepoints for residents, businesses and visitors to the City (although in itself will/ not deliver this) with associated energy supply / use.	Due regard should be taken to the sourcing of the energy supply during procuremnet with preference for low carbon	2	Yes	Energy use
	Land use in development	N/a				
Transport	**Demand Reduction**	N/a				
	Decarbonisation of Transport	In order to meet decarbonisation targets all vehicles will need to switch to electric or hydrogen. The Pathway to Zero Carbon report (the 'Arup report') highlighted the need for catalysing charging infrastructure and solutions that remove significant barriers to the uptake of EVs. This project will enable this.		2	No	
	Public Transport	N/a				
	Increasing Active Travel	N/a				
Energy	**Decarbonisation of Fuel**	The Council's electric vehicle charging points currently provide electricity generated via renewables	If this can be maintained, or supported when moving to a concession contract should be investigated.	2	Yes	
	Demand Reduction/Efficiency Improvements	N/a				
	Increasing infrastructure for renewables generation	N/a				

Economy	**Development of low carbon businesses**	The roll out of electric vehicle charging points across Sheffield should contribute to the development of the green economy, including supporting green jobs and skills.	Consideration to be given within the procurement process	5	Yes	
	Increase in low carbon skills/training	N/a				
	Improved business sustainability	The roll out of electric vehicle charging points across Sheffield will contribute to the ability of businesses / fleet operators being able to switch to electric vehicles, supporting longer term sustainability		2	No	
Influence	**Awareness Raising**	The visible roll out of electric vehicle charging points across Sheffield will raise awareness of the potential to switch to electric vehicles and provide reassurance that there will be the ability to charge.	Include quality question around promotion of facilities in the City to raise awareness	2	Yes	
	Climate Leadership	N/a				
	Working with Stakeholders	N/a				
Resource Use	**Water Use**	N/a				
	Food and Drink	N/a				
	Products	N/a				
	Services	The procured provider will be providing ongoing maintenance and operation of the chargepoints	Consider quality question around location of parts / manufacture of equipment	5	Yes	
Waste	**Waste Reduction**	N/a				
	Waste Hierarchy	N/a				
	Circular Economy	N/a				

Nature/Land Use	**Biodiversity**	N/a				
	Carbon Storage	N/a				
	Flood Management	N/a				

Adaptation	**Exposure to climate change impacts**	N/a				
	Vulnerable Groups	N/a				
	Just Transition	The roll out of public electric vehicle charging points will enable those without access to off street parking to transition to electric vehicles, contributing to a just and fair transition to a low carbon world.		2	No	

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:	*16 March 2022*
Subject:	*Report objections to the Speed Limit Order for Carterknowle 20mph*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	x	No	
If YES, what EIA reference number has it been given? *(488)*				
Has appropriate consultation taken place?	Yes	x	No	
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	x	No	
Does the report contain confidential or exempt information?	Yes		No	x
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				

Purpose of Report:

To report details of 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.

Recommendations:

The Transport, Regeneration, and Climate Policy Committee is recommended to:

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.

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: *Ed Sexton*
		Climate: Jessica Rick
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.	
2	**SLB member who approved submission:**	*Kate Martin*
3	**Committee Chair consulted:**	*Mazher Iqbal and Julie 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.	
	Lead Officer Name: *Lisa Blakemore*	**Job Title:** *Senior Transport Planner*
	Date: 02/03/2023	

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 8th 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 8th 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 Carterknowle, 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
- **Beighton:** Approved at November Committee, issued for construction
- **Deerlands:** Approved at December Committee, issued for construction
- **Waterthorpe:** Approved at December Committee, Design being finalised
- **Highfield** Approved at December Committee, issued for construction
- **Batemoor:** Approved at December Committee, issued for construction
- **Norton Lees:** Approved at December Committee, design being finalised
- **Carterknowle:** Consultation finished; objections received so report

will be submitted to Committee March

- **Westfield:** Consultation starts 23rd March
- **Herdings:** Consultation starts 23rd March
- **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 Transports' 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**

3.3.1 There have been 98 responses to the consultation, 3 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

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

3.3.3 1 respondent has 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.

The same respondent asked for conclusive evidence that a reduced speed will improve safety. Speed is only one of many factors that contribute to traffic accidents. However, a reduction in vehicle speeds in the majority of residential areas would, over time, reduce the number and severity of collisions. In an urban environment it has been shown that a 1mph reduction in average vehicle speed from an average, free-flowing speed of 30mph produces a 3% reduction in collisions. Aside from a reduction in the number and severity of accidents, lower vehicle speeds would help to reduce the fear of accidents and contribute towards the creation of a more pleasant, accessible environment. Link to "*the effects of drivers' speed on the frequency of road accidents*" report 421text (trl.co.uk)

3.3.4 1 respondent has said that the only way to resolve the problem is by installing speed bumps. Physical traffic calming is effective but extremely

expensive and unaffordable on all streets within the proposed boundaries of the schemes that the Council is delivering throughout the City. There is funding available to install physical traffic calming measures on streets that have a significant road safety problem.

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.
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 Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents

3.3.5 1 respondent 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.

3.3.6 1 respondent took the opportunity to raise other issues relating to the lack of safety awareness of pupils at Mercia School as well as other issues rating to this. Unfortunately this is outside the scope of this 20mph scheme.

The same respondent asked how the scheme will be enforced. The police are the only ones that can enforce speed limits. The police 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. As stated above, they key to the success of these schemes is about driver behaviour and attitude and an acceptance that 20mph is an acceptable speed in residential areas.

3.3.7 1 respondent (who wasn't objecting to the scheme) asked why several roads were not included in this scheme. These are within the boundary of a neighbouring scheme. However, after reviewing this, it does seem more sensible to include those roads within a scheme and the Council agreed to raise this with its design team to look whether it is feasible. If feasible, this will require a further Traffic Regulation Order to be proposed and advertised - this will be carried out entirely separately to the main scheme described within this report so as to not delay the implementation of the main scheme.

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 Carterknowle 20mph scheme was approved by the Transport Board in February 2023

The scheme will be funded by the Road Safety Fund
The total capital cost of this scheme is £94,438 and is as follows:
£13,500 transport fees (including TRO costs, consultation costs)
£22,738 Amey design fees
Estimated constriction cost £50,000
HMD/other fees £8,200

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £20,000

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 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.

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 Carterknowle 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

I just want to draw attention to a letter we received outlining the proposed 20mph speed limit in Carterknowle. I own the property on the corner of Dalmore Road and Struan Road. I think it will be a waste of council funds to apply a 20mph speed limit with signs and road markings. Whilst the great minority will adhere to them, there are a number of frequent offenders in this area who simply have no regard for anyone's safety, and as such, drive at what can only be described as a 'death waiting to happen' speed. I have noted individuals who use Struan Road as a race track effectively, and the speeds are so fast, I dread to think of the consequences should a child (or adult for that matter) step out into the road. The only way you are going to resolve anything is by putting speed bumps or cameras in place as a deterrent, a sign won't make any difference as they simply don't care.
This is in response to the letter dated 1/12/22 entitled ‘Proposed 20mph Speed Limit Area.’ I live at 103 Carter Knowle Road directly opposite the ‘chicane’ between Fossdale Road and Archer Lane. Carter Knowle Road is a 30mph speed limit with existing traffic calming measures, speed humps and this chicane, directly outside our home. The justification in your letter refers to the proposed implementation of a new 20mph speed limit but appears to be unaware of the existing traffic calming measures, or at least doesn’t make any reference to them. The situation for Carter Knowle Road, including specifically in our location, must be considered, traffic in the area is exacerbated by the increasing school traffic for Mercia School. The main traffic issue is not traffic speeds but the lack of thought on a holistic approach to dealing with the traffic problems in the area. No idling areas have been signed but are not enforced, every day there are parents and guardians of students of Mercia waiting with their engines on for long periods of time. The same applies for the double yellow lines and the parking too close to junctions (in contravention of the Highway Code), this is also not controlled in any way. How would a 20mph limit be enforced as signage and lining is already being ignored? The chicane compounds the traffic created by the school as it creates a bottleneck, making what should be a quick journey at low speed to one that is sometimes more than a 10 minute journey from Ecclesall Road down to the lower section of Carter Knowle Road. Car drivers waiting in the queue get frustrated and short-cut the chicane via the cycle-only section and the kerb, endangering cyclists and pedestrians and creating the potential for collisions. I have witnessed countless near-misses and occasions of road-rage caused by this chicane and drivers not appropriately giving way while driving downhill, along with several crashes and the beeping of angry car horns can be heard throughout the day and night. These issues are compounded by a lack of safety awareness of the Mercia school pupils, wandering across roads and traffic in dark clothing in dark evenings. School staff try to help police them, but they do not manage to effectively, due to the large population of the school. If the aim is to make the neighbourhood safer, you should fully implement the idling and existing parking restrictions, and also remove the chicane that is creating more issues than it is solving. Affectively schooling the dangers of walking across traffic and the importance of visible clothing in the school population, with the aid of further crossings may help but the sheer volume of traffic and pedestrians in this area will not be improved by merely changing the speed limit and installing signage. So to summarise, I object as the measures proposed (i.e. signage only) to Carter Knowle Road, but not to the aim of making the Carter Knowle a safer area. It is not a fix but merely a low-cost measure that will make little difference to the safety on this road. There is an obvious issue that the chicane causes and there are existing measures that the Council has already implemented that are not being followed through adequately.
NO NO NO NO.. FROM ANGERED RESIDENT OF SWALEDALE RD. HOW F##@@£DARE YOU
As a resident of Bannerdale Road I wish to object to the scheme. We currently have a 30mph limit which for the most part is adhered to. However, dropping to 20 is going to see far more drivers checking their speeds rather than the road, and an increase to idiotic overtaking by those that ignore the current limits. Please supply conclusive evidence that a reduced speed will improve safety and reduce emissions. As an aside, at least three of the local accidents have been due to non-residents pulling out of side roads without looking properly, speed was not a factor: two involving cars and a third

a cyclist.

Rather than trying to slow local traffic down, please consider improving the larger road network so that cars do not need to divert through the area to avoid bottlenecks on Ecclesall and Abbeydale Roads. My daily cycle ride into the city centre has been made far more hazardous with the significantly increase traffic due to closures of Archer Lane and Little London Road; not to mention the parking on Abbeydale Road due to Glen Road being closed during school drop off period. The journey home is complicated by illegal parking on London Road and by the near sucidal right turn onto Carterknowle Road from Abbeydale Road. Fix these problems first.

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Strategic Transport, Sustainability and Infrastructure,
City Growth Department

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

E-mail : 20mphAreas@sheffield.gov.uk
Website: www.sheffield.gov.uk/20mph

Date: 1st December 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Carterknowle. 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.

What happens next?
We plan to introduce the new speed limit in Spring/ Summer 2023, but this will depend on the response we receive to this letter.

The plan is intended to show the scheme boundary rather than any details of signing etc. If you struggle to identify the boundary and would like a larger plan, there is one on our website which you can zoom in to. We can also email you a copy if that helps, please just get in touch to let us know.

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

Email: 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 29th December 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

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

File ref - s:\11 non core services\20mph areas carterknowle prelim design 2022_to\07 design disciplines\1-autocad\1-wip\tr-208013 201-tro 0001.dwg

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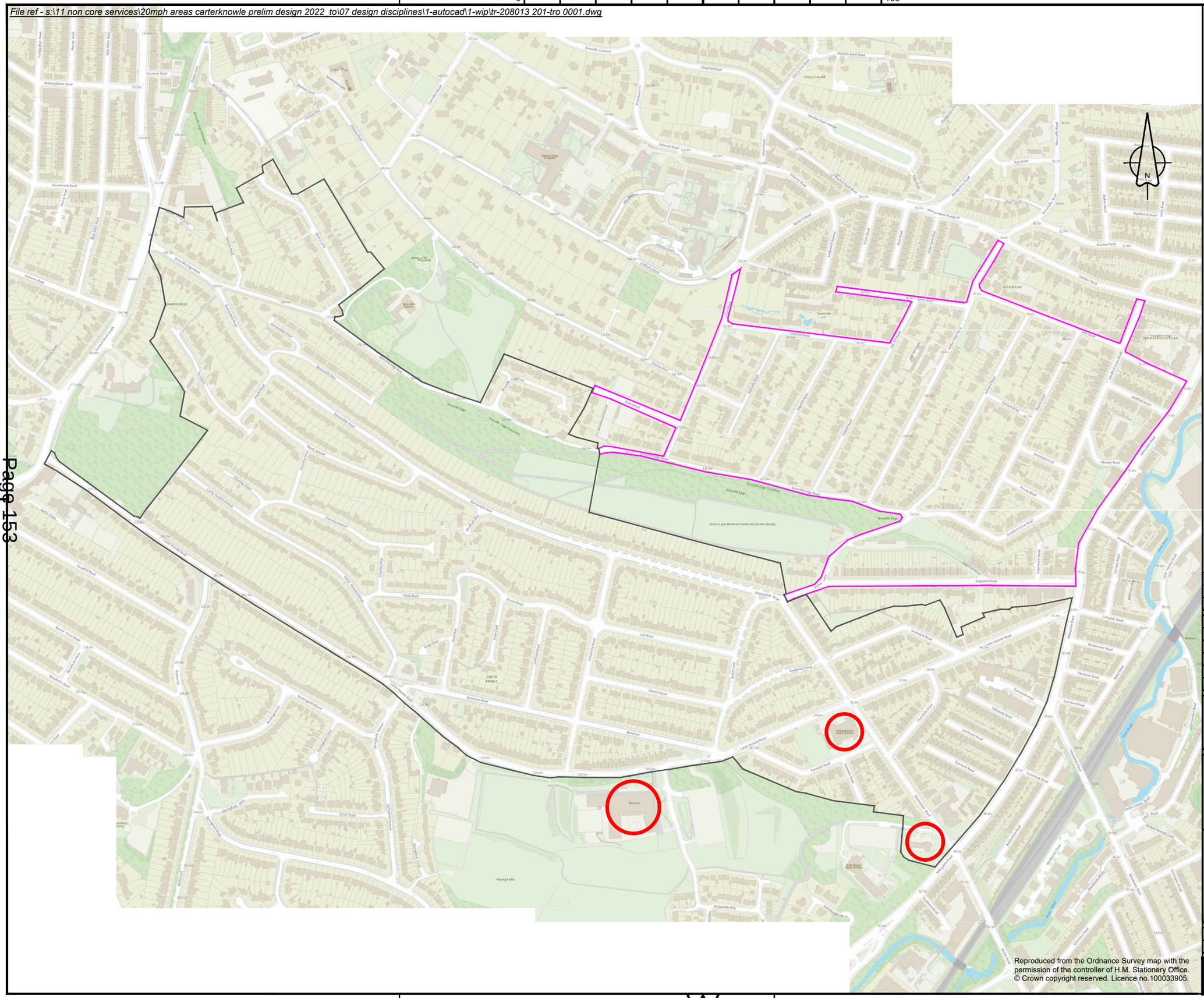

Notes:

1. Do not scale from this drawing. Use printed dimensions only.

Key:

- Extent of proposed 20mph speed limit
- Existing 20mph area
- Existing School

Rev	Revision details	Chkd	Appd	Date
P03	Carter Knowle Road Added			
P02	Hatch updated.	SW	CB	06/09/22

Drawn: LF	Preliminary ✓
Design: LF	For comment
Chkd: SW	For tender
Appd: AC	For construction
Date: 23/08/22	As constructed
	Other

Client

www.amey.co.uk

Project Name

Sheffield 20mph Speed Limit Strategy.

Drawing Title

Extent of proposed Carter Knowle 20mph speed limit.

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

Drawing No	Rev
TR-208013 201-TRO 0001	P03

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Sheffield City Council

Report to Policy Committee

Author/Lead Officer of Report: Susie Pryor

Tel: 0114 2053540

Report of:	*Kate Martin, City Futures*
Report to:	*Transport, Regeneration and Climate*
Date of Decision:	*16th March 2023*
Subject:	*Part-time advisory 20mph speed limits outside schools*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	x	No	
If YES, what EIA reference number has it been given? 488				
Has appropriate consultation taken place?	Yes		No	x
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	x	No	
Does the report contain confidential or exempt information?	Yes		No	x
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				

Purpose of Report:

This report is to inform the Committee about a proposed programme of part-time advisory 20mph speed limits outside schools using funding from the Road Safety Fund (RSF).

Recommendations:

The Transport, Regeneration, and Climate Policy Committee is recommended to:

a) 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.

b) Approve the introduction of the first seven part-time advisory school 20mph speed limits in the priority order set out in the report.

Background Papers:

1. Appendix A – priority list of schools for advisory part time 20mph speed limits programme and shows for all schools in Sheffield:
    - the number of collisions that occurred on or near the school entrance,
    - whether a school has a school street, is already (or is proposed to be) in a 20mph speed limit area
    - Any Road Safety Education activity carried out by SCC

2. Item 8. Local Transport Plan programme report : Transport, Regeneration and Climate Policy Committee on Wednesday 15 June 2022, https://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=645&MId=8314&Ver=4

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: *Damian Watkinson 15/11/22*
		Legal: *Richard Cannon 06/12/22*
		Equalities & Consultation: *Louise Nunn 29/11/22*
		Climate: *Jess Rick 15/11/22*
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.	
2	**EMT member who approved submission:**	*Kate Martin, City Futures,*
3	**Committee Chair consulted:**	*Councillor Julie Grocutt,* *Councillor Mazher Iqbal,*
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: *Susie Pryor*	**Job Title:** *Senior Transport Planner*
	Date: 06/03/2022	

1. PROPOSAL

1.1 This project is for the design and installation of a programme of part-time advisory 20mph speed limits outside schools in Sheffield.

1.2 The proposed programme was originally considered at the 15th December 2022 committee meeting. Although the committee welcomed the development of the programme, it did not approve the recommendations a) and b) as set out in the report.

1.3 The Committee therefore requested that officers (1) bring back a report to a future meeting with more background information on all schools in the city and other programmes of work impacting on school safety (e.g. 20mph area-wide zones, school streets etc) and (2) review the scoring mechanism, to enable the committee to make a more informed decision.

1.4 Appendix A (attached) has been revised and now contains a list of every school in Sheffield and shows:

- shows the number of collisions that occurred on or near the school entrance,
- whether a school has a school street, is already (or is proposed to be) in a 20mph speed limit area
- Any Road Safety Education activity carried out by SCC in the school

1.5 The scoring mechanism for the programme's priority list has been reviewed. The scoring has been changed to give a higher score for any child pedestrian or cycle collisions that have occurred at or near a school entrance. Further details are contained in paragraph 1.11.

1.6 This project is funded from the Road Safety Fund (RSF). Due to the scaling back of centrally managed transport funds on a national level, transport funding has broadly been focused on the delivery of larger schemes on main corridors where maximum benefit can be achieved. As a result, smaller interventions within the community have not been taken forward. The RSF is to be used to provide localised transport interventions in direct response to resident, business, and Member enquiries. It is clear from consultation with local communities that they value the impact of transport improvements from both a movement and safety perspective.

1.7 The advisory part time 20mph speed restrictions aim to reduce traffic speeds outside schools at the beginning and end of the school day when there are high numbers of child pedestrians in the area. There are already a number of schools across the City where these are in place. They are installed as part of a 20mph speed limit area scheme, if a school is located on a road that is otherwise unsuitable for a 20mph speed limit.

1.8 Speed significantly increases the chance of being injured in a collision and the implementation of part-time advisory 20mph speed limits outside schools aims to reduce vehicle speeds. There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds; and where collisions do occur; there is a lower risk of fatal or serious injury. These schemes are also generally well received by the schools, parents and residents living around the scheme area.

1.9 The advisory part-time 20mph priority list started with all schools in Sheffield and then excluded those already in 20mph speed limit areas or due to be in one. Schools with a school street were also not included. There are no national guidelines for prioritising part-time advisory 20mph

speed limits. Therefore an in-house scoring mechanism has been devised.

1.10 The schools were then prioritised using a scoring system (shown in the table below) based on the number of collisions in the last 5 years, number of pupils and lack of existing pedestrian facilities (both roadside and crossing). The higher the score the higher the priority, the full priority list with scoring is attached in Appendix A.

1.11 Following the feedback received at the 15th December 2022 committee the scoring mechanism has been reviewed. The scoring has been changed to give a higher score (20 points) for any child pedestrian or cycle collisions that have occurred at or near a school entrance. Therefore any school with a child casualty collision history will score highly.

Part Time Advisory 20mph outside schools scoring method	
Number of pupils at the school	Score 5 if more than 500, 2 if over 250. 1 if over 100, 0 if under 100
Crossing facility	Score 5 if no facility, 3 if raised/dropped kerb, 1 if zebra or 0 signalised crossing
School Crossing Patrol	Score 2 if vacant, 1 SCP in place
Footway width	Score 10 if under 2m on both sides either side of school entrance, 1 if over 2m on both sides. All others 5
Speed limit	Score 5 if 40 mph or over. 0 if 30 mph.
Child Casualties	Score 20 for each child casualty (pedestrian or cyclist) at or very near School Entrance in the last 5 years

1.12 It is proposed that the part-time advisory 20mph speed limits will be introduced in order of the top scoring schools as this is where they are most needed, based on collisions stats and existing (or lack of) pedestrian facilities (subject to public consultation and feasibility design work). Funding is available to introduce an advisory part-time 20mph limit in the top seven schools on the priority list.

1.13 Our recommendation is that advisory 20mph speed limits near schools should be implemented on a prioritised basis using the criteria defined at paragraphs 1.11. However, should LACs wish to consider funding an advisory 20mph speed limit at a school in their area using local funding available, such as CIL funding, then we would be happy to further discussions on this.

1.14 The advisory part-time 20mph speed limits will be introduced at school entrances through the use of the 20mph signs in conjunction with flashing school warning lights. The advisory 20mph speed limit will operate for the same period as the flashing school warning lights at the start and end of the school day. No speed limit order is required to introduce an advisory

20mph speed limit - which means that it is not enforceable. However, it will advise drivers to slow down, encouraging compliance.

1.15 Speed surveys will be carried out post implementation to monitor if there is compliance with the advisory 20mph limits.

1.16 We deliver education, training, and publicity in partnership with the South Yorkshire Safer Roads Team. Our in-house road safety education team delivers several bespoke education interventions covering key road safety topics – prioritising schools that have the highest collision rates. The team cover Year 1's to Year 8's, including additional input for transition, back to school, and visits to Crucial Crew. We continue to innovate and look at evidence-based research to inform and expand our education package. We are working closely with communication teams both in-house and in the Partnership to increase our capacity to convey key safety messages to wider key demographics, this includes safety campaigns across a variety media platforms.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas and outside schools. 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 Consultation will be carried out Local Ward Members and the relevant Local Area Committee. There will also be consultation with the schools, local residents and businesses directly affected and the emergency services prior to implementation.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

4.1 Safer roads and reduced numbers of collisions involving traffic and pedestrians is expected to be positive for all road users, but particularly the young and elderly.

4.2 This proposal therefore supports our obligations as a Public Authority under the Equality Act 2010 (Public Sector Equality Duty) to have due regard to the need to advance equality of opportunity for people who share the protected characteristics of Age (i.e. children, younger people and older people) and/or Disability. No negative equality impacts have been identified.

Financial and Commercial Implications

4.3 The part-time advisory school 20mph speed limits are estimated to cost £13,478 per school (including commuted sum).

4.4 Therefore, there will be a total capital cost of £76,438 for the project management, design, and installation of seven part-time advisory school 20mph speed limits. There will be a revenue cost of £23,562 for the commuted sum. Funded from the Road Safety Fund.

A breakdown of the cost per school is shown below:

• SCC design and project management fees	£1,828
• Amey Construction - supply and install two low voltage signs per school at £4,142 per sign	£8,284
• Commuted sum at £1,683 per sign	£3,366
Total	£13,478

Legal Implications

4.5 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 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 pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans

4.6 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.

4.7 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"). However, the proposal described in this report does not require the making of a speed limit order so as to enable the placement of a traffic sign indicating an advisory part-time 20mph limit. Instead, the Council is empowered to place said signs using its power under section 65 of the 1984 Act, in conformity with the Traffic Signs Regulations and General Directions 2016 (specifically Diagram 545.1).

4.8 In exercising the 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 fulfilling this duty in implementing the proposals in this report.

Climate Implications

4.9 The overall impact of these projects on carbon emissions is considered broadly neutral, with the possibility of a small positive impact in terms of encouraging smoother driving at lower speeds (improves fuel efficiency) and of improving pedestrian and cyclist safety, thereby supporting a shift to active travel modes.

4.10 A reduction in vehicle speeds can potentially reduce vehicle emissions and this will contribute towards improved air quality. Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

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

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 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.

6. REASONS FOR RECOMMENDATIONS

6.1 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.

6.2 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

Priority List for the Part-time 20mph programme

School	Local Area Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Casualties: Pedestrians Child	Casualties: Pedal Cyclists Child	Casualty Score	Total score
Handsworth Grange Community Sports College	SE	5	5	0	1	0	1	0	20	31
Ecclesfield School	N	5	0	0	5	0	1	0	20	30
Ballifield Primary School	SE	2	5	0	1	0	1	0	20	28
Lydgate Junior School	SW	2	0	0	5	0	1	0	20	27
Chaucer School	NE	5	0	0	1	0	1	0	20	26
Intake Primary School	SE	2	0	1	1	0	1	0	20	24
Bradfield School	N	5	5	0	10	0	0	0	0	20
Bradfield Dungworth Primary School	N	1	5	0	10	0	0	0	0	16
Wharncliffe Side Primary School	N	1	5	0	10	0	0	0	0	16
Lound Junior School	N	1	5	1	5	0	0	0	0	12
Brightside Infant School	NE	1	5	0	5	0	0	0	0	11
King Ecgbert School	SW	5	5	0	1	0	0	0	0	11
Notre Dame Catholic High School	SW	5	1	0	5	0	0	0	0	11
St Thomas More RC Primary	N	1	5	0	5	0	0	0	0	11
Stradbroke Primary School	SE	5	5	0	1	0	0	0	0	11
Grenoside Community Primary School	N	2	1	2	5	0	0	0	0	10
Acres Hill Community Primary School	E	1	3	0	5	0	0	0	0	9
Fir Vale School	NE	5	1	2	1	0	0	0	0	9
Oasis Academy Firvale	NE	2	0	2	5	0	0	0	0	9
Abbey Lane Primary School	S	5	1	1	1	0	0	0	0	8
Dobcroft Infant School	SW	2	5	0	1	0	0	0	0	8
Dobcroft Junior School	SW	2	5	0	1	0	0	0	0	8
Rainbow Forge Primary Academy	SE	2	5	0	1	0	0	0	0	8
St Marie's RC School	SW	1	5	1	1	0	0	0	0	8
Totley Primary School	SW	2	5	0	1	0	0	0	0	8
Yewlands Academy	N	5	1	1	1	0	0	0	0	8
Parson Cross CE Primary School	NE	1	0	1	5	5	0	0	0	7
All Saints Catholic High School	E	5	0	0	1	0	0	0	0	6
Norfolk Community Primary School	E	2	3	0	1	0	0	0	0	6
St Patrick's RC Voluntary Academy	NE	1	0	0	5	0	0	0	0	6
Woodlands Primary School	S	1	0	0	5	5	0	0	0	6
Gleadless Primary School	E	2	1	1	1	0	0	0	0	5
Limpsfield Junior School	NE	1	2	0	1	0	0	0	0	4
Mansel Primary	NE	2	0	0	1	0	0	0	0	3
Nether Green Junior School	SW	2	0	0	1	0	0	0	0	3
Wisewood Community Primary School	C	1	0	0	1	0	0	0	0	2

Part Time Advisory 20mph outside schools scoring method	
Number of pupils at the school	Score 5 if more than 500, 2 if over 250. 1 if over 100, 0 if under 100
Crossing facility	Score 5 if no facility, 3 if raised/dropped kerb, 1 if zebra or 0 signalised crossing
School Crossing Patrol	Score 2 if vacant, 1 SCP in place
Footway width	Score 10 if under 2m on both sides either side of school entrance, 1 if over 2m on both sides. All others 5
Speed limit	Score 5 if 40 mph or over. 0 if 30 mph.
Child Casualties	Score 20 for each child casualty at or very near School Entrances in the last 5 years

		Injury collisions at or near school entrances, involving 0 - 16 year old pedestrian & cyclist casualties during school times 2017 to 2022								
School	Type	No. Collsions	Score	Injury Severity	Casualty type	Casualty Age	Time	Additional Information	In an existing 20mph area or a proposed future 20mph area or a part-time 20mph	School Street
Abbey Lane Primary	Primary	0								
Abbeyfield Primary Academy	Primary	0							Yes	Yes Trial
Acres Hill Community Primary	Primary	0								
Al Huda Academy (Jamia Al-Hudaa)	Secondary	0								
All Saints Catholic High	Secondary	0								
Al-Mahad-Al-Islami	Secondary	0							Yes	
Angram Bank Primary	Primary	0							Yes	
Anns Grove Primary	Primary	0							Yes	Yes Permanent
Arbourthorne Community Primary	Primary	1	20	Slight	Pedestrian	10	08:42		Yes	
Archdale (formerly Norfolk Park)	Primary	0							Yes	
Ashdell Preparatory School	Primary	0								
Astrea Academy Sheffield	Secondary	0							Yes	
Athelstan Primary	Primary	1	20	Slight	Pedestrian	5	15:13		Yes	Yes Trial
Avicenna Academy	Secondary	0								
Ballifield Primary	Primary	1	20	Serious	Pedestrian	13	08:30			
Bankwood Primary	Primary	1	20	1 Serious, 2 Slight	3 Pedestrians	10, 9 & 6	15:45	3 children injured in one collsion	Yes	
Beck Primary	Primary	0								Proposed
Beighton N I	Primary	1	20	Serious	Pedestrian	5	15:25		Yes	
Bethany School	Secondary	0							Yes	
Birkdale School	Secondary	0							Yes	
The Birley Academy	Secondary	1	20	Slight	Pedestrian13		08:15		Yes	
Birley Primary Academy	Primary	0							Yes	
Birley Spa Primary Academy	Primary	0							Yes	
Bradfield	Secondary	0								
Bradfield Dungworth Primary	Primary	0								
Bradway Primary	Primary	0								Yes Trial
Brightside N I	Primary	0								
Brook House J	Primary	0							Yes	
Broomhall Nursery School	Primary	0							Yes	
Broomhill I	Primary	0								Proposed
Brunswick Community Primary	Primary	0							Yes	
Byron Wood Primary	Primary	0								Yes Permanent
Carfield Primary	Primary	0								Yes Permanent
Carterknowle J (Holt House and Carterknowle Schools Federation)	Primary	0							Yes	
Charnock Hall Primary Academy	Primary	0							Yes	
Chaucer	Secondary	1	20	Slight	Pedestrian	12	15:05			
Clifford All Saints CE Primary (Aided)	Primary	0							Yes	
Coit Primary	Primary	0							Yes	
Concord J	Primary	0							Yes	
Deepcar St John's CE J	Primary	0							Yes	
Dobcroft I	Primary	0								
Dobcroft J	Primary	0								
Dore Primary	Primary	0							Yes	
Ecclesall Primary School	Primary	0							Yes	
Ecclesfield	Secondary	1	20	Slight	Pedestrian	12	15:05			
Ecclesfield Primary	Primary	0							Yes	
Emmanuel Junior Academy	Primary	0							Yes	
Emmaus Catholic and C of E Primary	Primary	0							Yes	
Fir Vale Academy Trust	Secondary	0								
Firth Park Academy	Secondary	0							Yes	
Forge Valley School	Secondary	0							Yes	
Fox Hill Primary	Primary	0							Yes	
Gleadless Primary	Primary	0								
Grace Owen Nursery School	Primary	0								
Greengate Lane Primary Academy	Primary	0							Yes	
Greenhill Primary	Primary	0							Yes	
Grenoside Primary	Primary	0								
Greystones Primary	Primary	0							Yes	Yes Permanent
Halfway NI	Primary	1	20	Slight	Pedestrian	13	09:00		Yes	
Halfway J	Primary	0							Yes	

Hallam Primary	Primary	0							Yes	
Handsworth Grange Community Sports College	Secondary	1	20							
Hartley Brook Primary Academy	Primary	1	20	Serious	Pedestrian	11	08:35		Yes	
Hatfield Primary Academy	Primary	0							Yes	
High Green Primary	Primary	0							Yes	
High Hazels Academy (Formerly Greenlands NI)	Primary	0							Yes	
High Hazels Academy (Formerly Greenlands J)	Primary	0							Yes	
High Storrs	Secondary	0							Yes	
Hillsborough Nursery and Primary School	Primary	0							Yes	
Hinde House (3-16) Primary	Primary	0							Yes	
Hinde House (3-16) Secondary	Secondary	1	20	Slight	Pedal Cyclist	13	08:30		Yes	
Holt House Infant School & Pre School (Holt House and Carterknowle Schools Federation)	Primary	0							Yes	
Hucklow Primary	Primary	0							Yes	
Hunters Bar I	Primary	0							Yes	Proposed
Hunters Bar J	Primary	0								Yes Permanent
Intake Primary	Primary	1	20	Serious	Pedestrian	8	09:00			
King Ecgbert	Secondary	0								
King Edward VII	Secondary	0							Yes	
Limpsfield J	Primary	0								
Lound I	Primary	0							Yes	
Lound J	Primary	0								
Lowedges Junior Academy	Primary	0							Yes	
Lower Meadow Primary Academy	Primary	0							Yes	
Lowfield Primary	Primary	1	20	Serious	Pedestrian	3	15:22		Yes	
Loxley Primary	Primary	0							Yes	
Lydgate I	Primary	0							Yes	
Lydgate J	Primary	1	20	Slight	Pedestrian	8	15:28			
Malin Bridge Primary	Primary	0							Yes	
Manor Lodge Community Primary and Nursery School	Primary	0							Yes	
Mansel Primary	Primary	0								
Marlcliffe Primary	Primary	0							Yes	
Meadowhead School Academy	Secondary	2	40	2 Serious	2 Pedestrians	12 & 11	08:10 & 14:55	2 children injured in 2 separate collisions	Yes	
Meersbrook Bank Primary	Primary	0							Yes	
Mercia School	Secondary	0							Yes	
Meynell Primary	Primary	0							Yes	
Monteney Primary	Primary	0							Yes	
Mosborough Primary	Primary	0							Yes	
Mundella Primary	Primary	0							Yes	
Mylnhurst Catholic Prep School & Nursery	Primary	0							Yes	
Nether Edge Primary	Primary	0								Yes Permanent
Nether Green I	Primary	0							Yes	
Nether Green J	Primary	0								
Netherthorpe Primary	Primary	0							Yes	
Newfield	Secondary	0							Yes	
Nook Lane J	Primary	1	20	Slight	Pedestrian	10	09:17		Yes	
Norfolk Community Primary	Primary	0								
Norton Free C of E Primary	Primary	0							Yes	
Notre Dame RC High School	Secondary	0								
Oak Tree High	Secondary	0							Yes	
Oasis Academy Don Valley	Secondary	0								
Oasis Academy Fir Vale	Secondary	0								
Oasis Academy Watermead	Primary	0							Yes	
Oughtibridge Primary	Primary	0							Yes	
Outwood Academy City	Secondary	1	20	Slight	Pedestrian	11	14:32		Yes	
Owler Brook Primary	Primary	0							Yes	
Parkwood E-ACT Academy	Secondary	1	20	Slight	Pedestrian	12	09:10		Yes	
Parson Cross C of E Primary	Primary	0								
Pathways E-ACT Academy	Primary	0							Yes	
Phillimore Community Primary	Primary	0							Yes	Proposed
Pipworth Community Primary	Primary	1	20	Slight	Pedestrian	8	08:37		Yes	
Porter Croft Church of England Primary Academy	Primary	0								Yes Permanent
Prince Edward Primary	Primary	0							Yes	

Pye Bank CE Primary	Primary	0								Proposed
Rainbow Forge Primary Academy	Primary	0								
Reignhead Primary	Primary	0							Yes	
Rivelin Primary	Primary	0							Yes	
Royd N I	Primary	0							Yes	
Sacred Heart School, A Catholic Voluntary Academy	Primary	0							Yes	
St Ann's Catholic Primary School, a Voluntary Academy	Primary	0							Yes	
St Catherine's Catholic Voluntary Academy (Hallam)	Primary	2	40	1 Serious, 1 Slight	2 Pedestrians	10 & 10	08:57 & 08:55	2 children injured in 2 separate collisions	Yes	
St John Fisher Primary, a Catholic Voluntary Academy	Primary	1	20	Slight	Pedestrian	8	08:50		Yes	
St Joseph's Primary, a Catholic Voluntary Academy	Primary	0							Yes	
St Marie's a Catholic Voluntary Academy	Primary	0								
St Mary's C of E Academy Walkley	Primary	0							Yes	
St Mary's Primary School, a Catholic Voluntary Academy	Primary	0							Yes	
St Patrick's Catholic Voluntary Academy	Primary	0								
St Theresa's Catholic Primary	Primary	1	20	Slight	Pedestrian	6	08:42		Yes	
St Thomas More Catholic Primary, A Voluntary Academy	Primary	0								
St Thomas of Canterbury School, A Catholic Voluntary Academy	Primary	0							Yes	
St Wilfrid's Primary School, a Catholic Voluntary Academy	Primary	0							Yes	
Sharrow Primary	Primary	0							Yes	
Sheffield High School	Secondary	0							Yes	
Sheffield Park Academy	Secondary	1	20	Slight	Pedestrian	11	15:20		Yes	
Sheffield Springs Academy	Secondary	1	20	Slight	Pedestrian	13	08:25		Yes	
Shooters Grove Primary	Primary	0							Yes	
Shortbrook Primary	Primary	0							Yes	
Silverdale	Secondary	1	20	Slight	Pedestrian	12	15:20		Yes	
Southey Green Primary School & Nurseries	Primary	0							Yes	
Springfield Primary	Primary	0							Yes	
Stannington I	Primary	1	20	Slight	Pedestrian	9	08:42		Yes	
Stocksbridge High	Secondary	0							Yes	
Stocksbridge N I	Primary	0							Yes	
Stocksbridge J	Primary	0							Yes	
Stradbroke Primary	Primary	0								
Tapton	Secondary	0								
Tinsley Meadows Primary Academy	Primary	0							Yes	
Totley Primary	Primary	0								
Totley All Saints CE Voluntary Aided Primary	Primary	0							Yes	
UTC Sheffield Academy Trust – City Centre Academy	Secondary	0							Yes	
UTC Sheffield Academy Trust - Olympic Legacy Park	Secondary	0							Yes	
Woodlands Primary and Nursery School	Primary	0								
Walkley Primary	Primary	0							Yes	
Watercliffe Meadow Community Primary	Primary	0							Yes	
Waterthorpe N I	Primary	0							Yes	
Westbourne School	Secondary	0							Yes	
Westfield School	Secondary	1	20	Slight	Pedestrian	11	15:20		Yes	
Westways Primary	Primary	0							Yes	Yes Trial
Wharncliffe Side Primary	Primary	0								
Whiteways Primary	Primary	0							Yes	
Wincobank N I	Primary	1	20	Slight	Pedestrian	14	16:55		Yes part-time	
Windmill Hill Primary	Primary	0							Yes	
Wisewood Community Primary	Primary	0								
Woodhouse West Primary	Primary	0							Yes	
Woodseats Primary	Primary	1	20	Serious	Pedestrian	14	08:00		Yes	Proposed
Woodthorpe Community Primary	Primary	1	20	Slight	Pedestrian	11	14:57		Yes	
Woolley Wood Primary	Primary	0							Yes	
Wybourn Community Primary and Nursery School	Primary	0							Yes	
Yewlands Academy	Secondary	0								

High Priority School	Primary	Digital input April 21 - Mar 23	In Class April 21 - Mar 23	School Banners
	Abbey Lane Primary	Jun-22		
HP	Abbeyfield Primary Academy	Oct 21 May 22	Dec-21	
	Acres Hill Community Primary			
	Angram Bank Primary			
HP	Anns Grove Primary	Jun-21	May 21 May 22	
	Arbourthorne Community Primary	June 21 Oct 21 May 22	Feb-22	
	Ashdell Preparatory School			
HP	Astrea Academy Sheffield			
	Athelstan Primary	June 21 June 22		
HP	Avicenna Academy			
	Ballifield Primary	Jun-22	June 22 Feb 23	
	Bankwood Primary	Jun-21		
	Beck Primary			
	Beighton N I			Jan-23
	Bethany School			
	Birkdale School			
HP	Birley Primary Academy		Nov-22	
HP	Birley Spa Primary Academy			
	Bradfield Dungworth Primary	June 21 Oct 21		
	Bradway Primary			
	Brantwood Specialist School			
HP	Brightside N I		Nov 21	
	Brook House J	June 21 Oct 21 May 22		
	Broomhall Nursery School			
	Broomhill I		Dec-21	
	Brunswick Community Primary			
HP	Byron Wood Primary		Sep-21	
	Carfield Primary	Jun-21		
	Carterknowle J	June 21 Sept 21 May 22		
	Charnock Hall Primary Academy	June 21 Oct 21 June 22	Nov 21	
	Clifford All Saints CE Primary (Aided)			
	Clifford All Saints CE Primary (Aided)	Sept 21 Oct 21		

Secondary	In Class Input April 21 - Mar 23
Al Huda Academy (Jamia Al-Hudaa)	
All Saints Catholic High	
Al-Mahad-Al-Islami	
Astrea Academy Sheffield	
Avicenna Academy	
Bethany School	
Birkdale School	
The Birley Academy	
Bradfield	Oct-22
Chaucer	Oct-22
Ecclesfield	
Fir Vale Academy Trust	Jun-22
Firth Park Academy	Oct-22
Forge Valley School	Sep-21
Handsworth Grange Community Sports College	
High Storrs	
Hinde House (3-16)	Dec-22
King Ecgbert	
King Edward VII	
Meadowhead School Academy	May-22
Mercia School	
Newfield	
Notre Dame RC High School	
Oak Tree High	
Oasis Academy Don Valley	
Outwood Academy City	
Parkwood E-ACT Academy	Dec-22
Sheffield High School	
Sheffield Park Academy	Jul-22
Sheffield Springs Academy	
Silverdale	
Stocksbridge High	

SEND+	In Class April 21 - Mar 23
Aldine House Secure Children's Centre	
Becton School	
Bents Green School	
Brantwood Specialist School	
Freeman College	
Heritage Park Foundation School (7-16)	
Holgate Meadows Foundation School (7-16)	
Mossbrook Primary	
Norfolk Park Primary	
Paces Sheffield	
Phoenix School of Therapeutic Education	
Rowan School	
Seven Hills	Jul-21
Sheffield Inclusion Centre	
Talbot Specialist School	Jul-21
Woolley Wood Primary	
Sheffield College SEND post 16	March 22 June 22 Jan 23 Feb 23

	Coit Primary	Sept 21 Oct 21		
	Concord J	May-22		
	Deepcar St John's CE J	Nov-22		
	Dobcroft I		Nov-21	Mar-22
	Dobcroft J			
	Dore Primary			
	Ecclesall Primary School	June 21 Oct 21 June 22		
	Ecclesfield Primary	June 22 Nov 22		
	Emmanuel Junior Academy	Jun-21		
	Emmaus Catholic and C of E Primary	June 21 June 22		
HP	Fox Hill Hill Primary	June 21 Oct 21 June 22		
	Gleadless Primary	Sept 21 Oct 21		
	Grace Owen Nursery School			
	Greengate Lane Primary Academy			
	Greenhill Primary	June 21 Oct 21 June 22		
	Grenoside Primary			
	Greystones Primary	June 21 Oct 21	Jun-21	
	Halfway NI	Sep-21		
	Halfway J	June 21 Oct 21 June 22		
	Hallam Primary	June 21 May 22		
HP	Hartley Brook Primary Academy		Oct-21	
HP	Hatfield Primary Academy	Oct 21	May 21 Nov 21	
	High Green Primary	Jun-21		
HP	High Hazels Academy (Formerly Greenlands NI)			
HP	High Hazels Academy (Formerly Greenlands J)	Jun-21		
	Hillsborough Nursery and Primary School		Mar-22	Mar-22
HP	Hinde House (3-16)		Sep-22	Oct-22
	Holt House Infant School & Pre School	Nov-22		
HP	Hucklow Primary	Nov-21		
	Hunters Bar I	Jun-22		
	Hunters Bar J			
	Intake Primary	June 21 Oct 21 June 22		
	Limpsfield J	Jun-21		
	Lound I			Mar-22
	Lound J	Sept 21 Nov 21 May 22		Mar-22

Tapton	
UTC Sheffield Academy Trust – City Centre Academy	
UTC Sheffield Academy Trust - Olympic Legacy Park	
Westbourne School	
Westfield School	
Yewlands Academy	Dec-22

HP	Lowedges Junior Academy	June 21 May 22	May 22	
	Lower Meadow Primary Academy	June 21 May 22		
	Lowfield Primary	Jun-21		Jun-21
	LoJune 21ley Primary	Sep-21		
	Lydgate I			
	Lydgate J	Jun-22		
	Malin Bridge Primary	June 21 June 22		
	Manor Lodge Community Primary and Nursery School	June 21 June 22		
HP	Mansel Primary			
	Marlcliffe Primary	Jun-21		
	Meersbrook Bank Primary	June 21 June 22		
HP	Meynell Primary	June 21 June 22		
HP	Monteney Primary	Sept 21 Nov 21 June 22 Sept 22	Jun-22	
	Mosborough Primary	June 21 Oct 21		Nov-22
	Mundella Primary			
	Mylnhurst Catholic Prep School & Nursery		Nov 21 Nov 22	
HP	Nether Edge Primary	Sep-21	Oct 21 Nov 21 Feb 22	
	Nether Green I	Oct-21	Jan-23	
	Nether Green J	June 21 Oct 21		
	Netherthorpe Primary	Oct 21 May 22		
	Nook Lane J			
	Norfolk Community Primary	June 21 May 22		
	Norton Free C of E Primary			
HP	Oasis Academy Don Valley	June 21 Oct 21	Jan-22	
HP	Oasis Academy Fir Vale	June 21 Oct 21 Sept 21	May 22 Sept 21 June 22 Oct 22	
HP	Oasis Academy Watermead	Jun-21	Jun-22	
	Oughtibridge Primary	Oct 21 May 22	Nov 21 Nov 22	
HP	Owler Brook Primary		June 21 Jun 22	
	Parson Cross C of E Primary	Jun-21		
HP	Pathways E-ACT Academy	June 21 Oct 21 June 22	Feb-22	
HP	Phillimore Community Primary June 21June 21FATALS PROTOCOL	June 21 June 22	Nov-22	
HP	Pipworth Community Primary	June 21 Oct 21	Jul-21	
	Porter Croft Church of England Primary Academy	May-22		
HP	Prince Edward Primary	May-22	June 21 Oct 22	

HP	Pye Bank CE Primary		May-21	
	Rainbow Forge Primary Academy	May-22	Jun-21	
	Reignhead Primary	June 21 Sept 21	May 22 Jan 23	
	Rivelin Primary	Jun-21		
	Royd N I			
	Sacred Heart School, A Catholic Voluntary Academy	Sept 21 Oct 21 June 22		
	St Ann's Catholic Primary School, a Voluntary Academy	June 21 Sept 21 Oct 21 June 22		
HP	St Catherine's Catholic Voluntary Academy (Hallam)	Sep-21	Feb 22	
	St John Fisher Primary, a Catholic Voluntary Academy			
	St Joseph's Primary, a Catholic Voluntary Academy	June 21 Sept 21 June 22		
	St Marie's a Catholic Voluntary Academy			
	St Mary's C of E Academy Walkley			
	St Mary's Primary School, a Catholic Voluntary Academy	June 21 Sept 21 Oct 21	Jun-22	
HP	St Patrick's Catholic Voluntary Academy		Oct 21 Feb 23	
HP	St Theresa's Catholic Primary	Oct 21	May 22 June 22	
HP	St Thomas More Catholic Primary, A Voluntary Academy		Jun-22	
	St Thomas of Canterbury School, A Catholic Voluntary Academy	Sept 21 Oct 21	May 21 May 22	
	St Wilfrid's Primary School, a Catholic Voluntary Academy	Jun-22	Oct-21	
HP	Sharrow Primary		Oct-22	
	Sheffield High School			
	Sheffield Inclusion Centre			
	Shooters Grove Primary			
	Shortbrook Primary			
HP	Southey Green Primary School & Nurseries		Dec 21 Oct 22	
	Springfield Primary	June 21 Oct 21 May 22		
	Stannington I			
	Stocksbridge N I			
	Stocksbridge J	June 21 Oct 21		
HP	Stradbroke Primary	June 21 Sept 21	Jun-22	Mar-22
HP	Tinsley Meadows Primary Academy	Oct-21	Jun-22	
	Totley Primary	Sep-21		
	Totley All Saints CE Voluntary Aided Primary			
	Valley Park Primary and Nursery School Now Woodland Primary	Sept 21 June 22	Nov 21 Sept 22 Nov 22	
	Walkley Primary	June 21 Sept 21 Oct 21 June 22		

HP	Watercliffe Meadow Community Primary	Jun-22	Nov 21 Sept 22	Sep-22
	Waterthorpe N I			
	Westbourne School			
	Westways Primary	May 22 June 21		
	Wharncliffe Side Primary			
HP	Whiteways Primary	Oct 21 June 22		
	Wincobank N I		Jan-23	
	Windmill Hill Primary	June 21 Oct 21 June 22 May 22	May-22	
	Wisewood Community Primary	June 21 June 22	Feb-23	
HP	Woodhouse West Primary			
	Woodseats Primary	June 21 Oct 21 June 22	Nov 21 Nov 22	
HP	Woodthorpe Community Primary			
	Wybourn Community Primary and Nursery School	June 21 June 22		

North LAC Schools in part-time 20mph priority list

School	Local Area Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Casualties: Pedestrians Child	Casualties: Pedal Cyclists Child	Casualty Score	Total score
Ecclesfield School	N	5	0	0	5	0	1	0	20	30
Bradfield School	N	5	5	0	10	0	0	0	0	20
Bradfield Dungworth Primary School	N	1	5	0	10	0	0	0	0	16
Wharncliffe Side Primary School	N	1	5	0	10	0	0	0	0	16
Lound Junior School	N	1	5	1	5	0	0	0	0	12
St Thomas More RC Primary	N	1	5	0	5	0	0	0	0	11
Grenoside Community Primary School	N	2	1	2	5	0	0	0	0	10
Yewlands Academy	N	5	1	1	1	0	0	0	0	8

Central LAC Schools in part-time 20mph priority list

							Casualties			
							Pedestrians	Pedal Cyclists		
School	Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Child	Child	Casualty	Total score
Wisewood Community Primary School	C	1	0	0	1	0	0	0	0	2

East LAC Schools in part-time 20mph priority list

School	Local Area Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Casualties: Pedestrians Child	Casualties: Pedal Cyclists Child	Casualty Score	Total score
Acres Hill Community Primary School	E	1	3	0	5	0	0	0	0	9
All Saints Catholic High School	E	5	0	0	1	0	0	0	0	6
Norfolk Community Primary School	E	2	3	0	1	0	0	0	0	6
Gleadless Primary School	E	2	1	1	1	0	0	0	0	5

North East LAC Schools in part-time 20mph priority list

School	Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Casualties		Casualty	Total score
							Pedestrians	Pedal Cyclists		
							Child	Child		
Chaucer School	NE	5	0	0	1	0	1	0	20	26
Brightside Infant School	NE	1	5	0	5	0	0	0	0	11
Fir Vale School	NE	5	1	2	1	0	0	0	0	9
Oasis Academy Firvale	NE	2	0	2	5	0	0	0	0	9
Parson Cross CE Primary School	NE	1	0	1	5	5	0	0	0	7
St Patrick's RC Voluntary Academy	NE	1	0	0	5	0	0	0	0	6
Limpsfield Junior School	NE	1	2	0	1	0	0	0	0	4
Mansel Primary	NE	2	0	0	1	0	0	0	0	3

South East LAC Schools in part-time 20mph priority list

School	Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Casualties		Casualty	Total score
							Pedestrians	Pedal Cyclists		
							Child	Child		
Handsworth Grange Community Sports College	SE	5	5	0	1	0	1	0	20	31
Ballifield Primary School	SE	2	5	0	1	0	1	0	20	28
Intake Primary School	SE	2	0	1	1	0	1	0	20	24
Stradbroke Primary School	SE	5	5	0	1	0	0	0	0	11
Rainbow Forge Primary Academy	SE	2	5	0	1	0	0	0	0	8

South West LAC Schools in part-time 20mph priority list

School	Local Area Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Casualties: Pedestrians Child	Casualties: Pedal Cyclists Child	Casualty Score	Total score
Lydgate Junior School	SW	2	0	0	5	0	1	0	20	27
King Ecgbert School	SW	5	5	0	1	0	0	0	0	11
Notre Dame Catholic High School	SW	5	1	0	5	0	0	0	0	11
Dobcroft Infant School	SW	2	5	0	1	0	0	0	0	8
Dobcroft Junior School	SW	2	5	0	1	0	0	0	0	8
St Marie's RC School	SW	1	5	1	1	0	0	0	0	8
Totley Primary School	SW	2	5	0	1	0	0	0	0	8
Nether Green Junior School	SW	2	0	0	1	0	0	0	0	3

South LAC Schools in part-time 20mph priority list

							Casualties			
							Pedestrians	Pedal Cyclists		
School	Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Child	Child	Casualty	Total score
Abbey Lane Primary School	S	5	1	1	1	0	0	0	0	8
Woodlands Primary School	S	1	0	0	5	5	0	0	0	6

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