

Extraordinary Transport, Regeneration and Climate Policy Committee

Thursday 19 January 2023 at 11.00 am

Town Hall, 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

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.

**EXTRAORDINARY TRANSPORT, REGENERATION AND CLIMATE POLICY
COMMITTEE AGENDA
19 JANUARY 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** (Pages 7 - 10)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Public Questions and Petitions relating to the issues to be discussed only**
To receive any questions or petitions from members of the public relating to the issues to be discussed only.

Formal Decisions

- 6. Traffic Management Act Part 6 - Application to the Department for Transport to enforce Moving Traffic Offences** (To Follow)
Report of the Executive Director, City Futures.
- 7. Task and Finish Group for Decarbonisation Routemap** (Pages 11 - 54)
Report of the Executive Director, City Futures.

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Wednesday 8 February 2023 at 2.00 pm

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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Report to Policy Committee

Author/Lead Officer of Report:
Mark Whitworth

Tel: 07816156986

Report of: Mark Whitworth
Report to: Transport, Regeneration and Climate Policy Committee
Date of Decision: 19th January 2023
Subject: Task and Finish Group for Decarbonisation Routemap

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 1066				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
This report is a proposal to establish a Task and Finish group and as such is not considered necessary to undertake a CIA.				
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Purpose of Report:

This report seeks 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 will be drawn from the Transport, Regeneration and Climate Policy Committee.

The Terms of Reference of the Group are appended to this report.

Recommendations:

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

1. Approve 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 bring these through for approval at the relevant committee.
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.

Background Papers:

10 Point Plan for Climate Action

Route map Progress Update to Transport Regeneration and Climate Policy Committee – November 24th 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: N/A
		Legal: N/A
		Equalities & Consultation: N/A
		Climate: Mark Whitworth
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	SLB member who approved submission:	Kate Martin
3	Committee Chair consulted:	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 SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: Mark Whitworth	Job Title: Sustainability and Climate Change Service Manager
	Date: 10/01/2023	

1. PROPOSAL

- 1.1 Sheffield City Council has acknowledged and responded to the Climate Emergency by setting an ambitious target to be a net zero carbon city and Council by 2030. In January 2022 the 10 Point Plan was approved and committed the Council to developing Decarbonisation Route maps to set out the evidence-backed strategic direction for achieving this and the action required between now and 2025.

Progress is being made in the development of the first tranche Routemaps, which includes overarching/enabling actions, Our Council and The Way We Travel, however to date there have been challenges in securing adequate time for member briefing given the workload of the committee. The Task and Finish Group will help to mitigate risks around the timetable.

The breadth of strategic and investment issues which will be set out in the Routemap is significant. These actions will relate to an extensive range of interventions, from cycle parking/storage and heat storage to renewable energy generation and grid decarbonisation.

The route maps will also need to consider matters including approaches to financing the transition, the role of the Council in facilitating this and how we can work effectively across the city, to ensure that everyone is able to play their part and that there is a just transition.

The scope of this work means it is essential that Members are engaged in the development and understand the issues and able to shape plans. It is important that appropriate time is set aside for members to consider the context and options and advise officers of future priorities to developing the Routemap and progressing towards our 2030 Net Zero target.

We seek to establish a Task and Finish Group to oversee work to develop the Decarbonisation Routemap, initially focussed on Our Council and The Way We Travel. The Group will allow discussion with members on strategic direction, emerging issues and detailed conversation around specific issues that is not achievable through other methods of member engagement. The Group will bring together a small, focused group of members to examine key issues and provide clear advice to officers developing the Routemap.

Membership would be drawn from the Transport, Regeneration and Climate Policy Committee, and will include at least one of the Committee Co-Chairs. The Group will meet 4-6 times on a fortnightly basis and cover the following topics:

1. Introduction, Engagement and City-level Vision
2. Transport decarbonisation
3. Council decarbonisation
4. Wider route map cross-cutting issues
5. Member options / Review and recap

Cross party representation will mean that political agreement is reached at an early stage of the process allowing the strategy to progress. This has been a significant barrier to progressing decarbonisation in the past. The group will feedback advice given, and progress on the work programme to the Transport Regeneration and Climate Policy Committee, so the Committee can make informed decisions on the Routemap when it is presented for approval.

It is proposed that the Task and Finish Group will be reconvened in 2023-24 to oversee development of the remaining Tranche of Decarbonisation Routemap chapters.

The proposed terms of reference are at Appendix A

2. HOW DOES THIS DECISION CONTRIBUTE ?

The Task and Finish Group will enable key policy issues to be debated by Members from across the political parties. This will ensure collective agreement on issues which need to be addressed by the Routemap.

This will result in a more rounded and effective delivery plan, benefitting the Council, its residents and partners. Political endorsement at an early stage will also provide traction for the development of further chapters.

This decision will contribute towards the Council achieving key climate-related goals it has set itself in its One Year Delivery Plan and its 10-point plan for climate action.

This approach will enable the Council to meet the first clean growth action set out in the Our Sheffield Delivery Plan to deliver all chapters of the decarbonisation Routemap by October 2023. In September 2022 the Council approved the Our Sheffield Delivery Plan, setting out a strategic goal of clean economic growth, recognising that following the adoption of the 10-point plan for climate action in March the Council needs to urgently progress actions to help facilitate a sustainable transition to decarbonisation and meet its climate change ambition to achieve Net Zero by 2030.

The production of the route maps will also ensure that the Council delivers on one of the ten objectives that were agreed in the 10-point Plan earlier this year. This will address the main elements of climate action and decarbonisation and are intended to provide iterative,

delivery focussed and agile delivery plans that will support the Council's wider climate commitments.

3. HAS THERE BEEN ANY CONSULTATION?

Internal

Key officers have been engaged throughout the Routemap development to date through on-boarding workshops, briefings, discussion and responding to requests for information.

The Transport, Regeneration and Climate Policy Committee has received a number of written briefings and progress updates on the development of the Routemap:

- Routemap Progress Update (24/11/2022)

The Committee has also received two virtual Full-Committee knowledge briefings:

- 28/06/2022 Climate Change Briefing
- 08/12/2022 Knowledge Briefing

The Committee was briefed on our intention to request a Task and Finish Group to support the development of the Routemap at the Knowledge briefing on the 08/12/2022. The members in attendance (3) agreed unanimously to the proposal.

External:

The Council is not required to publicly engage/consult on the proposal for a Task and Finish Group, however we have begun to engage externally on the overall approach and held the City Partnership Climate Summit on 15th November 2022 where the decarbonisation themes covered in the Routemap were discussed with a wide range of city partners and stakeholders.

We are still developing the Public Participation and Engagement approach, and this will be the topic of an early T&F group session.

Consultation and Engagement on the majority of specific actions within the Routemap will be completed as part of the wider programme/individual project on a case-by-case basis as they each move through the committee approval process.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

The Task and Finish Group will have Member representation from the 3 largest political parties, ensuring that advice is reflective of the political makeup of the Council.

Members will have the opportunity to discuss equality and inclusivity relevant to each of the session topics.

Financial and Commercial Implications

There are no direct financial and commercial implications because of creating a Task and Finish Group. However, the group will consider the financial implications of policy advice provided.

Legal Implications

The Task and Finish Group will be formed in line with the Council's Constitution.

Climate Implications

There are no direct climate implications as a result of creating a Task and Finish Group. However, climate implications is the area of policy the Group will consider therefore its creation

CIA's on the majority of specific actions within the Routemap will be completed as part of the wider programme/individual project on a case-by-case basis as they each move through the committee approval process.

Other Implications

The Transport Regeneration and Climate Policy Committee can establish limited Task and Finish Groups each year. Setting up a Task and Finish Group for the Routemap will leave lower opportunity for the Committee's remaining annual work plan.

A rejection of the request to form a Task and Finish Group will have significant impacts on the deliverability of the first tranche of Routemap Chapters by June 2023. This will also result in slippage on future chapters due to be developed and delivered by October 2023.

5. ALTERNATIVE OPTIONS CONSIDERED

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.

6. REASONS FOR RECOMMENDATIONS

The Task and Finish Group will 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 will mean that political agreement is reached at an early stage of the process allowing the strategy to progress.

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.

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Policy Committee Task and Finish Groups

Terms of Reference

Decarbonisation Routemap

Transport, Regeneration and Climate Policy Committee

1. Purpose

- 1.2 The Council's Constitution outlines that Task and Finish Groups may be established by Policy Committees as appropriate to assist in the completion of their duties, save that each Policy Committee may have no more than one appointed Task and Finish Group at any time.

The purpose of such Task and Finish Groups is to examine in detail specific issues or aspects of policy, procedure or service, according to their remit. These groups do not take any decisions but inform the deliberations of the Policy Committee. They should provide regular progress updates to meetings of the Policy Committee

Details of the scope of this Task and Finish Group are set out in Section 4.

2. Membership and attendance

- 2.1 Membership of the Group will consist of:

- 5 Elected Members and include 2 from the Labour Party, 2 from the Liberal Democrats party and 1 from the Green party
- The Group will include at least one of the following members of the Transport Regeneration and Climate Policy Committee:
 - Chair
 - Deputy Chair
 - Group Spokesperson
- Councillors from each party appointed based on the topic for review. This may be the whole Committee. Members of the group may have a special knowledge or interest in the subject being considered.
- The Group may co-opt non-voting members who are not elected Members of the Council to assist in its consideration of an issue. This could include other council officers and representatives of other agencies for specific items.

- 2.3 Chair:

Task and Finish Groups will require a Chair to lead the review, chair meetings and report on progress. The Chair should be appointed based on the topic for review and can either be appointed by the parent committee or at the first meeting of the Task and Finish group.

- 2.4 The Task and Finish Group will be supported by officers from the relevant directorate. Officers will provide relevant material and take action notes for the Group.

- 2.5 Task and Finish groups do not meet in public session and are not subject to the Access to Information Requirements.
- 2.6 The Group will be accountable to the Transport, Regeneration and Climate Policy Committee and report on progress against the work programme to develop the Decarbonisation Routemap.
- 2.7 Members of the Group will:
- Be polite and respectful and encourage constructive debate across the range of issue.
 - Prepare for each meeting by reading briefings and fact sheets relevant to the task and finish group purpose.
 - Request further information to help shape thinking where it is practicable to provide this within the constraints of the timetable set out for the group
 - Members of the Group will request that certain issues are considered by the Group where this is practicable within the constraints of the timetable set out for the group
 - Members will liaise with their relevant political parties in advance of the meetings and be empowered to provide advice within the remit of the task and finish group

3. Meeting Frequency

- 3.1 5 meetings will be held. Meetings will take place fortnightly and last for 3 hours. Meetings will be in person where practicably possible or online. Additional meetings can be requested by Group Members by exception and will be facilitated where practicable with the time constraints of the Group.
- 3.2 The Task and Finish Group will seek to bring its work to a conclusion and submit a report to the Policy Committee by June 2023

4. Scope of the Task and Finish Group

- 4.1 The Group has been established to oversee work to develop the Decarbonisation Routemap, as discussed in the committee briefing November 2022. The Group will meet regularly for a time limited period to provide advice on decarbonisation policy and investment priorities to help shape the Routemap.
- 4.2 Specific functions:
- The Group will have oversight of key issues and give advice to officers who are developing the Routemap
 - Raise awareness and share information about policies, strategies and, plans related to decarbonisation
 - Feedback to the Transport Regeneration and Climate Policy Committee about policy advice given to officers to shape the development of the decarbonisation route maps.

4.3 Meeting Work Programme

1. Introduction, Engagement and City-level Vision
2. Transport decarbonisation
3. Council decarbonisation
4. Wider route map cross-cutting issues
5. Member options / Review and recap

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A 10 Point Plan for climate action

A Sheffield for people and for the planet

In 2019, over 70mm of rain fell on Sheffield in 24 hours. Roads became impassable and the Don nearly burst its banks. The only thing that stopped damage to homes and businesses was the flood defences built after 2007.

Extreme rain like this has happened five times in Sheffield's recorded history. Four of them have been in the last 20 years. Climate change is happening across the world, but it's also happening here.

As Sheffield's leaders, we need to take our city on a journey to reduce carbon – a Pathway to Zero. The next step is this ten-point plan.

It is a plan for improving our homes so that people do not face winters in homes they cannot heat or summers in homes that they cannot cool.

It is a plan for improving the poor health facing our communities. It will reduce air pollution, make active travel easier and safer and provide sustainable, healthier food.

It is a plan for a new economy, for reskilling people to do jobs that are saving the world, one insulated loft at a time. It is a plan for resilient, sustainable, businesses supported by our partners in industry, in healthcare and education.

Our solutions can be intelligent, natural, and beautiful. Sheffield's outdoor spaces increase our flood resilience, remove carbon from the atmosphere, and protect biodiversity. The solutions can bring a better city for everyone who lives here.

We are committed to acting now. We must work with the city to deliver the massive action that is needed in the coming years. The scale of the action needed is vast and it falls not only on the council but on businesses, and on people like you.

We will need to work with Government to bring in investment. We won't shy away from the work but budgets are tight, and we can't lose the services our communities rely on.

The change will be difficult. We know that we will have to take hard decisions as a council on behalf of the city. This won't be easy but we are committed to making the long-term decisions that will move Sheffield forward. Leading on climate change will be a defining characteristic of twenty-first century cities and is integral to the city's social and economic future, and to the future of our children and grandchildren.

Councillor Terry Fox, Leader of the Council, Councillor Douglas Johnson, Executive Member for Climate Change, Environment and Transport and Kate Josephs, Chief Executive.



Forward

This plan lays out a framework for how the Council will work with the city to address the shared challenge of the climate crisis. It provides a framework for our approach to moving forward, but at the heart of it is an understanding that we can not do what is needed alone.

This plan is:

- A framework for how we will act in the short term as we increase our work with the city and with others.
- Built on the evidence that we currently have available to us. There are gaps in our understanding and more work will need to be carried out over time.
- Broad. It covers a lot of ground, because to move to net zero a lot of action is needed across different sectors. It includes both direct and indirect carbon emissions as well as climate resilience.

This plan is not:

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- Perfect. We are facing a climate emergency and this plan is a next step.
- Static. The field is fast changing – policy, finance, technology, the markets and public opinion are all changing, and our plans will need to adapt as the world around us changes. This means that we do not have all the answers now, and we will need to work with uncertainty.
- A fully costed delivery plan which details the exact route for the city to net zero. We do not and cannot have all the answers at this point in time. Policy and technology changes mean that an attempt to fully cost or itemise our plans would be out of date as soon as it was finished. The plan commits to developing more detailed routemaps that will involve people, businesses and organisations in their development and will be consulted on. Even these routemaps are unlikely to be fully costed at the start: the scale and pace of change means that we will need to think differently about our approach to strategy and action.
- A commitment by the Council to fund or deliver all the changes that need to take place to bring the city to net zero, or to expect the city to fund it all. We are ambitious and committed to act, because it is the right thing for the people and future of the city, but we are clear that Sheffield City Council is not in a position to finance everything that is needed, does not have the powers that are needed and does not have the responsibility to do everything that is needed within the city.

We are clear that Government will need to play its part in enabling finance, empowering local authorities and intervening in markets that currently do not work as they need to meet this challenge. We will need Government to recognise and actively support the ambition and potential that cities have to move ahead of government timescales.

We will work with the South Yorkshire Mayoral Combined Authority, our fellow local authorities in Yorkshire and the Humber and other Core Cities to encourage ambitious and coordinated action at the right level and increase the potential for attracting the interest of investors.

Ten commitments for action

The framework includes 10 key commitments for action which we will focus on in the short term. Under each commitment there are a number of priority actions.

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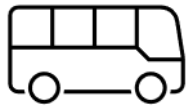
1. We will put climate at the centre of our decision-making
2. We will be proactive in finding ways to resource the action that is needed
3. We will act in a way which supports social justice
4. We will work towards reducing Council emissions to net zero by 2030
5. We will work to bring the city together to make the changes we need
6. We will work with the city to develop routemaps for the areas where change needs to happen
7. We will work with and support people, businesses and organisations to take the action that is needed
8. We will work to build the skills and economy we need for the future
9. We will work to ensure we have the planning and infrastructure we need for the future
10. We will prepare the city to adapt for a changing climate

Our principles for acting

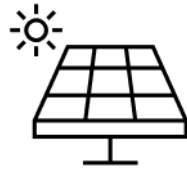
<p>A just and fair transition</p> <p>We do not all contribute equally to climate change and we will not all be impacted equally by its effects. The action that we need to take will not always be easy and we will not let those least able to respond be left behind.</p> <p>We must do everything that we can to ensure that the actions that we take consider inequalities and have a positive rather than negative impact on those who are already disadvantaged.</p>	<p>Focused on impact</p> <p>The Council has a wide range of responsibilities and limited resources. We will need to be pragmatic and prioritise the actions that we take to maximise the value and impact that we can have.</p> <p>We will use evidence based interventions and focus our work on the areas where we can have the most impact.</p>	<p>Collaborative</p> <p>The city and its people are central to our success. We know that to succeed we have to bring the city with us, and that we cannot make the changes that are needed alone.</p> <p>We will work with the city's people and organisations, both to ensure that the action that we take is designed to maximise success and to enable others to act. We will also work with regional partners and government</p>	<p>Creating resilience</p> <p>Climate change and the changing economy will impact on all of us, from the weather we experience every day to the jobs that are available for us to work in.</p> <p>We will look to act in a way that reduces the impact of climate change and also increases our resilience and helps us to adapt and thrive in the circumstances that we find ourselves.</p>
<p>Maximising wider benefits</p> <p>We will design interventions that allow us to have not only a significant positive impact on reducing our carbon emissions, but also have other positive impacts.</p> <p>This will require us to work across our organisation and with partners, to think strategically and long term. It may mean that action is sometimes slower but we will work to achieve a balance.</p>	<p>Long term</p> <p>The climate emergency can be hard to respond to because the payback from our actions is not always immediate, and there are crises that impact on us now.</p> <p>We will look to the long term where appropriate when we take our decisions, considering the future cost and implications of our decisions and take our role of stewardship seriously.</p>	<p>Innovative and creative</p> <p>We are faced with the most ambitious task of our lifetimes, with great uncertainty and with monumental challenges. The behaviours, organisations and technologies that we are used to are not designed for the future that we need to make.</p> <p>To succeed and to create opportunities to make our mark on the future, we will need to learn and experiment.</p>	<p>Nature focused</p> <p>We are not only in a climate emergency, but an ecological and nature crisis. The two crises are interrelated and the solutions for each can benefit the other. Nature is also vital for our wellbeing.</p> <p>We will seek to act in ways which maximise our emissions reductions and addresses the nature emergency and uses nature based solutions.</p>

Sectors to decarbonise

Detailed information about the key sectors where action is needed to decarbonise can be found in the appendix and in the Pathways to Decarbonisation Reports, but the sectors are illustrated briefly here. The action that we take in this plan and in the delivery plans which it commits to will work towards decarbonising the following sectors.



How we travel



Energy generation and storage



Our council



Our homes



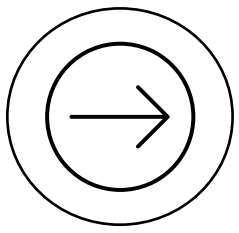
Our business and industries



How we use our land



What we own, eat and throw away



The story so far

The action that we take builds on the progress that we have made over the years. There is a long path ahead, but we are not starting from a blank sheet. Built environment, housing and infrastructure projects that cost many millions of pounds and include complex technical expertise and challenges, can often take years of planning and complex negotiations to deliver. And Sheffield has a history of innovative and forward thinking work on environmental issues which stands us in good stead to scale up our ambition, from being the first city in the country to implement the Clean Air Act to our award-winning sustainable urban drainage scheme.

The Green Commission brought together representatives and experts from organisations across the city, resulting in the Green City Strategy, and the Green City Partnership Board. Our story so far includes innovations such as:



District Heating Network

Sheffield was one of the first places in the UK to build a district heating network in the 1980s, and has supplied heat to over 2,800 homes and 140 public and private buildings. Its expansion will be a key part of our decarbonisation.



Ann's Grove Primary School

The environmentally innovative school commissioned in 2003 included insulation made of recycled denim and maximised the use of timber and natural light and ventilation.



Heart of the City

Ensuring viability of developments is an ongoing challenge in a city where prices of property and office space are relatively low in comparison with many places in the UK, but the Heart of the City development has high environmental standards and includes a landmark net zero ready office building.



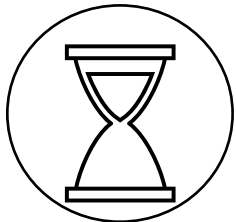
Electric vans trials

Our electric van trial scheme uses behavioural change insights to tackle one of the key barriers in switching to electric vehicles: uncertainty about new technologies and benefits.



Grey to Green

Our internationally acclaimed Grey to Green scheme, now on its third phase, has improved the experience of walkers and cyclists, as well as businesses and residents in the areas around Kelham and Riverside and provides sustainable urban drainage as well as flood resistant planting for biodiversity.



Seizing opportunities and making early wins

We need to plan for the future so that our decisions are strategic and allow us to maximise our carbon reduction, but we already acting now and at pace. We are taking advantage of opportunities and early wins as they arise.

Some of the action that we are already taking across the Council to reduce our carbon emissions as soon as possible includes:

Our homes and buildings

- We have **committed £3.5m** to fund renewable energy and energy efficiency for community and council buildings during 2022/23 **bid during 2021 for over £12m** of funding to improve the energy efficiency of our homes and buildings, receiving almost £5m so far, with further decisions awaited.
- We are working with Eon to **improve the energy efficiency of approximately 800 homes** through the government's Local Area Delivery fund and are bidding for future rounds of funding, delivering improvements to the homes of council tenants and households on low incomes in the private sector.
- We have secured funding for **roofing works on 20 high rise buildings, including insulation and Solar PV installation and battery storage** (which will be designed and installed at a later date to ensure generated power can meet periods of highest demand from the communal area).
- We are **delivering energy improvements to several Council non-domestic buildings** over 2021/22.

The way we travel

- We have **agreed a Clean Air Zone** which will lever in investment for decarbonisation .
- We have **installed 20 rapid charge electric vehicle charging points** in the past year, with a further 7 forthcoming imminently.
- We are **running electric van and taxi trials** to allow businesses, organisations and taxi drivers to **trial electric vehicles risk free**.
- We are **consulting on three Active Travel Fund projects** to improve cycling routes and reduce traffic in local neighbourhoods by 2022 and **delivering a city centre bike hub**.
- We are providing a **salary sacrifice scheme for employee electric vehicles and ebikes** and will proactively promote these.
- To decarbonise the council's travel, we have **invested in 62 electric and ultra low emission vehicles**, and are in the middle of a six year vehicle replacement strategy which prioritises electric vehicles. This will be reviewed annually.

Nature based solutions and the nature emergency

- We will continue to **manage our trees and woodlands to protect the 22kt CO2 per year carbon sequestration they provide**.
- We have **increased the amount of land that is managed naturalistically**, and are increasing this further.
- We are **committed to planting 100,000 trees on our land over the next ten years**, and are **on target to plant almost 14,000 trees this year** with schools and communities.

Skills and economy for the future

- We are **delivering a £2.3m project to support SMEs across South Yorkshire** to audit their energy efficiency and provide grants to reduce their emissions, saving approximately 830 tonnes of CO₂.



Maximising the benefits for Sheffield

The challenge is huge, but there are also benefits and opportunities that will come from the action we take as we transition to a net zero council, economy and society.

Communities and neighbourhoods

- Supporting the creation, protection, enhancement and accessibility of sustainable green infrastructure, to provide a **natural environment for people to enjoy and contribute towards their health and wellbeing.**
- High quality retrofit schemes can **create safe, warm and beautiful homes, regenerate communities and improve wellbeing and sense of pride for residents.**
- Neighbourhoods and communities which make it easier for people to walk and cycle, **reducing crime and increasing a sense of community.**

Education, health and care

- By decarbonising our transport and industry we can **improve air quality.** This will **improve health and reduce the number of air-quality related deaths.**
- Increased numbers of people to travel by **walking and cycling increases fitness and health.**
- We can **reduce biodiversity loss and help mitigate the consequences of food shortages** and the impacts this will have on our health and food security.
- By taking action to mitigate and adapt to climate change we will **reduce the risk of harm to people e.g. from extreme weather such as flooding and heatwaves.**

Economy and development

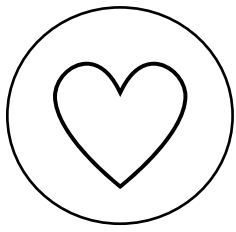
- By creating a more sustainable economy we will **support our city and its businesses to thrive in the world that we find ourselves in.** Supporting businesses and jobs at risk to adapt, and **create clean growth** through investing in renewable energy, sustainable transport, smart technologies, research and development. Sheffield and the surrounding region are perfectly positioned to thrive, and to create thousands of new jobs.
- **Businesses can often reduce costs by improving their energy efficiency.** By reducing the impacts of climate change, we can help **minimise risk for our local economy** including reduced worker productivity or service demand.
- By supporting the valuable contribution that the natural environment makes we will help our local economy, particularly the rural, leisure and tourism sectors. We can **protect the natural environment that is crucial to us as The Outdoor City.**
- By making it easier for people to improve and futureproof their homes, we can **help people to maintain the value of their homes.**
- Community energy creates the potential for people and communities to invest in renewable energy, **reducing energy costs and raising funds for local communities.**

Our Council

- The actions that we take to reduce our climate emissions, can **support us to achieve our other strategic outcomes.**
- Investing in renewable energy and energy efficiency, particularly in combination with accessing government funding, can **provide energy efficiency savings and revenue in the short and long term.**

The Plan

A framework for climate action, and our next steps



1 We will put climate at the centre of our decision-making

Whilst there are clear actions and investments that we need to take to reduce our emissions and those of the city, the majority of our decisions and the money we spend has other aims and purposes. At the same time as delivering our statutory functions, delivering services for Sheffield and commissioning, we have the potential to impact on our carbon emissions and on nature and biodiversity, either positively or negatively.

Internally within the local authority we need to ensure that the funding that is available to us works as hard as it can to reduce our emissions as well as allowing us to continue to fulfil our statutory obligations. We will do this by making sound and informed decisions and using priority-based budgeting. We will ensure that the money we spend on products and services has a positive impact by looking to make sustainable choices.

We will focus our effort where we can have the greatest impact, on our largest contracts where we have the potential to influence supply chains significantly, and on those with the highest carbon footprint.

We have already:

- Included climate impact questions in our decision-making paperwork and processes, including our Capital decision-making.
- Provided climate awareness training to over half our elected members (ranging between two hours and a full day of training).
- Trained the most senior levels of officers in climate awareness and action.

1. Investing in our climate education and training

- Training our elected members in climate awareness, in particular ensuring that committee members have the appropriate climate training for their committee responsibilities.
- Developing and delivering training for officers.

2. Making climate aware decisions

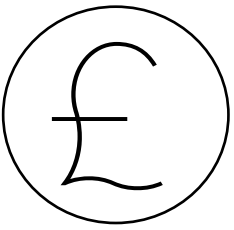
- Raise colleagues' awareness of climate issues so there is shared ownership of the challenge when commissioning or procuring goods, works and services.
- Ensure that new Governance arrangements incorporate climate effectively.
- Design and implement effective climate assessment tools and embed throughout decision making and scrutiny processes.

3. Making climate action everybody's business

- Include climate action in service planning.
- Monitor all services on the progress that they make.

4. Improving our data

- Understand where our data is lacking and take action to improve it.
- Report our Carbon Emissions as an organisation and a city annually.



2 We will be proactive in finding ways to resource the action that is needed

The full scale of up front investment that is needed to fund the transformation required across the city is vast and difficult to fully quantify, but well into the billions. It falls at a time when the local authority, business and individual households face unprecedented financial challenges.

A conservative cost estimate to decarbonise housing in the city is £2-£5bn, costs which would significantly increase rents for tenants, or council tax if the council were to finance this in its entirety. Current government funding and policy mandates high numbers of new homes, rather than retrofitting existing stock, which is a significant challenge. National policy change is required to make mass retrofit affordable for home owners and landlords, as well as public sector organisations.

The cost of decarbonising the Council's non-domestic buildings is estimated to be at least £19m. These investments will increase energy efficiency and generate some income over time (estimated cost savings of £5.1m by 2030), but these are not costs that the council or city can currently afford at a time when we cannot afford to bring our buildings up to safe and lawful standards.

The financial and behavioural legacy of Covid is uncertain but likely to be significant and ongoing, requiring additional investment to support public transport in particular due to the exacerbation of long term decline in patronage.

But the status quo is not an option. All cities and local authorities face similar challenges to resourcing this challenge, which is particularly acute for areas like Sheffield that are seeking to move ahead of the government's 2050 target.

We need to be creative and innovative as a city to find funding. We also need to ensure that the gap between what we need to do and what we can afford to do or are allowed to is brought to the attention of Government, and we are working to do this with other cities in the Core Cities group.

1. We will have projects ready for investment

- Identify funding, invest in feasibility studies and develop outline business cases so that we are ready to respond to funding opportunities.
- Work creatively to package up 'investible propositions' and partner with other places and cities to access both public and private investment.

2. Prioritising climate action in our budgeting

- Our budget setting process and Medium-Term Financial Strategy will take account of climate impact and consider appropriate mitigation measures.
- Work on our Investment Strategy will help us to prioritise and to identify funding and investment routes for our decarbonisation programme.

3. Apply for available government and combined authority funding

- Continue to submit proposals to future funding rounds to support the decarbonisation of our fleet and estate, including Local Authority Delivery – Housing retrofit and Public Sector Decarbonisation Schemes.

4. Be creative and ambitious in our approach to investment

- Develop a robust understanding of innovative financing options, including exploring options for investors supportive of longer term returns on investment such as pension funds.
- Pilot multi-intervention, place-based Net Zero delivery models.
- Develop project proposals for national and regional funding opportunities which are aligned to our ambitions on climate change and to create a sustainable economy fit for the future.



3 We will act in a way which supports social justice

It is widely recognised that people who already experience disadvantage, both in the UK and internationally, are generally least responsible for greenhouse gas emissions, will be most impacted by climate change, and least able to adapt to it.

Older people, young people, people from ethnic minorities, women, disabled people and people with health issues and people living in poverty are all more likely to be negatively by climate change.

For example, people living in poverty or on low incomes are more likely to live in areas which are at risk from extreme weather events. They are more likely to live in flood prone areas, and not to have home insurance, and are more likely to live in areas of the city with fewer trees and less green space, and so experience the effects of “urban heat islands.” At the same time, they are more likely to live in poorly insulated homes which are prone to overheating, and to live in high crime areas where they may not feel safe to leave windows open. Many of the actions that will allow us to play our part in minimising changes in the climate will also improve the health and wellbeing of people who are currently most disadvantaged.

The Equality Impact Assessment for this plan provides more detail on the ways in which people with protected characteristics are likely to be affected.

Acting on climate change will benefit the most disadvantaged in the long term. But it is important that the individual actions that we take also support social justice in the short term. Changes to how we live our lives in the city will have greater impact on those with fewest options. It is important that we understand the impact and make fair and creative decisions.

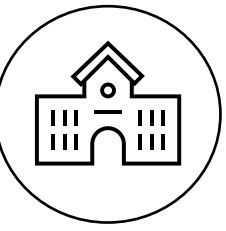
1. We will listen better to the people who will be affected most by interventions

- Equality Impact Assessments will be carried out for all significant interventions and routemaps and mitigations put in place
- We will improve the way that we engage with, listen and respond to people who may be most impacted by interventions
- We will support children and young people to be part of developing our plans and taking action through our youth engagement and voice services.

2. We will vary our approach to suit different needs and circumstances

- We are carrying out work which will allow more private sector home owners, particularly those on low incomes, to benefit from funding to improve their homes’ energy efficiency through Energy Company Obligation funding provided by private sector energy providers.
- We will explore and apply for further funding opportunities that will support those who are at greatest risk and/or least able to adapt to climate change.
- We will also support those who, despite not being most disadvantaged, will still struggle to act due to financial or other challenges, and encourage and enable those who are in a position to lead the way.

3. We will work with and encourage third sector and other partners to provide support to those they work with or represent



4 We will work towards reducing Council emissions to net zero by 2030

As a Council, we have made great progress in recent years with the condition and energy efficiency of our homes. A high proportion of our Council homes are already at EPC C (which is the usual level at which government funding for energy interventions currently stops). But we know this will not be enough to deliver the emissions reductions we need, or to protect our tenants from increasing fuel bills or the changing climate.

We have already outlined the condition and financial challenge posed by our estate, and those present a huge challenge to our ambitions.

We are one of the largest employers in the city, with over 8,400 employees. We have approximately 1,145 vehicles in our fleet, including those operated by our two principal contractors, Amey and Veolia. An employee survey in 2019 found that 29% of employees reported using their own vehicles as part of their job and an additional 32.4% use their car to travel to and from work.

As a large, committed, organisation, we have the potential to make a significant dent in the city's emissions, to inspire others to act and to stimulate demand, and so increase skills and capacity in local markets.

We will develop routemaps to support our ambition to decarbonise the local authority by 2030 and will actively seek out funding:

1. Decarbonising homes

- We have commissioned work to identify technical solutions for decarbonising our housing stock.
- Further decarbonise our housing stock, through building fabric improvements, removing fossil fuels by connecting to district heating schemes where possible or switching to heat pumps and installing rooftop solar PV.

2. Using our land and assets to further our ambitions

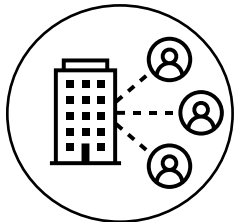
- We have agreed a Corporate Asset Management Plan and Strategic Land and Asset Plan and will look to rationalise the Council's estate to enable investment. This includes how best to dispose of buildings which are in the worst condition.
- Continue to identify our worst energy performing buildings and prioritise those for future energy efficiency and low carbon initiatives as funding becomes available, including seeking alternative financing arrangements where existing funding streams are not sufficient.
- Work with Local Area Committees to review mowing and hedge cutting regimes, seeking opportunities to increase biodiversity and potentially reduce emissions.
- Assess the potential to increase the number of trees planted on council land.
- Identify opportunities for solar PV retrofit on our buildings and homes and renewable energy generation and storage on our land.
- Start work to extend the district heat networks to provide heat to council buildings and homes.

3. Decarbonising our fleet

- Reduce fleet mileage through driver behaviour training, optimising route planning and journey consolidation.
- Switch cars and vans to electric vehicles through fleet replacement programmes.

4. Our role as an employer

- We will work to ensure that our electric vehicle salary sacrifice scheme is coordinated with other interventions to maximise its impact.
- We will understand the skills needed for our organisation.



5 We will work to bring the city together to make the changes we need

As a city, we have people and organisations with a wealth of skills, knowledge, experience and passion for acting on climate change, as well as many people and businesses who want to act but may not have the skills or confidence. As a city council too, we have a lot to learn and a long way to go to achieve our ambitions.

There is so much to be done for Sheffield to transition to a thriving and net zero city, that the Council cannot do all that needs to be done. The UK's Climate Change committee recognises that over 60% of the action that needs to be taken requires people to act. Businesses need to act to protect their own interests, and have the potential to focus corporate social responsibility to make a wider difference in the city. If people and businesses act to reduce their own emissions, and also come together as a city to help and support each other to do more than each of us could alone.

We have already held an initial climate summit in March 2021 attended by over 200 people whose input has informed this plan, and worked with the Green City Partnership Board to develop the draft Local Plan and inform other policy. We now want to involve more people and our organisations as we develop our delivery plans and interventions, and to enable, support and celebrate others to act together.

1. Listen to the expertise that exists within our city to help us develop our plans and interventions

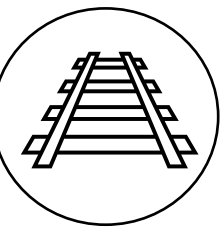
- Set up a panel of independent experts to give professionals, researchers and people and businesses who are already leading the way in reducing their emissions the opportunity to help us to develop policy and interventions that work for Sheffield and for the planet.

2. Encourage action and collaboration to allow action at scale

- Work with our businesses and organisations to develop and deliver action and innovation through a partnership approach to working that is focused on action, working with existing networks and supporting the creation of new partnerships.
- Hold at least an annual event bringing people and organisations together to monitor our progress as a City and identify new action.

3. Create ways for people and businesses to invest in our future

- Explore the potential for crowdsourcing of projects and increase the amount of community owned energy generated in the city.



6 We will work with the city to develop routemaps for the areas where change needs to happen

We need to take action now, but we also need ambitious, longer term plans. We will develop iterative, agile, delivery focused routemaps over the next 18 months, working across the Council and with organisations and individuals across the city to develop plans that will build on the Pathways to Decarbonisation work and identify the ways forward.

Given current resource and demand, developing routemaps for all areas at the same time will result in slower action across the board. We will initially prioritise the sectors where Council action can lead to the biggest impact and delay will be most detrimental due to locked in emissions or accessing funding.

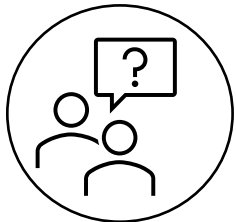
- Decarbonising the council's fleet, estate (including council homes)
- Decarbonising homes (citywide retrofit and new build)
- Decarbonising transport (traveling less, increasing the use of public and active travel and zero emission vehicles).
- Decarbonising business, industry and commerce (including commercial buildings)
- Energy generation, storage and network capacity.

The way that we use our land, including carbon sequestration and nature based solutions to our changing climate is important, particularly given our proud status as The Outdoor City. The South Yorkshire Local Nature Recovery Strategy and our Sheffield response to the biological and nature emergency will incorporate our approach to using our land for carbon sequestration.

We have a section in this plan which identifies some of our next steps on creating skills and economy for the future. This is a key challenge for Sheffield and the South Yorkshire region, and for the country as a whole. We will need to work closely with national government, the South Yorkshire Mayoral Combined Authority and with local partners to ensure that the county is positioned to gain the skills that are needed.

Remaining areas of emissions, where the Council has less influence, where there are existing actors in the Council leading in the field or where national policy direction means that acting sooner would reduce access to much needed and imminent funding, will be given greater focus once earlier plans are developed and action is underway. This includes routemaps on what we eat, buy and throw away.

This does not mean that we will disengage on other topics: work that is already taking place will continue where it is a priority for portfolios, we will provide information on action that can be taken by individuals and organisations, continue to seize funding opportunities as they arise and where resources allow, and encourage and provide support to external organisations acting to achieve change.



7 We will work with and support people, businesses and organisations to take the action that is needed

This plan focuses on the actions that the Council will take, but if the emissions of the city are to reduce, people and businesses will need to act as well. We know from our climate summit and from conversations with people, businesses and other organisations working on climate change that people and businesses in Sheffield have different understandings of climate change. Whilst most people are increasingly concerned about climate change and want to act, they often don't know how or are concerned about the implications or costs of the changes that need to be made.

We need to work with our people and communities so that they understand what can and needs to be done. We need to understand their concerns and the barriers to them acting, so that the action we take makes it as easy as possible for people and businesses to do the right thing.

We will learn from our public health success in working and communicating with communities during Covid, and use the networks and techniques that we have developed to reach people in their communities.

The transition to a net zero carbon city needs to be a just transition. It is important that the people who are least well off, and who already contribute least to our emissions, can make the changes to their homes and transport that will both reduce their emissions and improve their health and wellbeing. At the same time, we need to enable and encourage those people who are most able to make changes to their homes and lifestyles to make those changes.

Businesses contribute around a third of the city's direct emissions, and access to finance and consumer demand is increasingly dependent on businesses improving their sustainability. Reducing energy consumption and waste also often reduces costs for businesses.

Our routemaps will all include actions to support and enable people and businesses to take the action that is needed, but whilst these are being developed, we commit to delivering the following actions:

1. Understanding the motivations and barriers facing people and businesses.

- We will work with Local Area Committees, people and businesses and use the information that we gather to inform and shape our services and interventions.

2. Providing information and inspiration

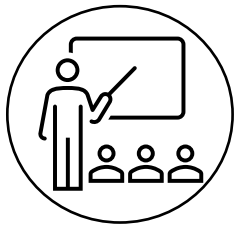
- We will improve the information and signposting that we make available to people and businesses to information through our website, social media and services.
- We will showcase the progress that businesses and individuals are already making to inspire action.
- We will provide business advisers and other key officers with relevant climate awareness training.

3. Maximising the funding available to businesses and individuals in the city

- We will lever in funding to support projects, such as the £2.3m ERDF Low Carbon Business Support project which provides free audits and grants for SMEs across South Yorkshire and the £3m Local Area Delivery Funding which allows us to directly deliver energy improvements to the housing of people on low incomes.
- We will publicise government and other funding opportunities to maximise take-up.

4. Finding ways to make it easier for people to take the action that is needed

- We will continue to deliver our highly successful electric van trial, roll out an electric taxi trial and explore the potential for other similar interventions that reduce risk and increase confidence to act.
- We will explore options to fast track planning applications for developments with the highest energy efficiency standards and other incentives to make it easier to do the right thing.



8 We will work to build the skills and economy we need for the future

The transition to a net zero future provides an opportunity for us to create an economy which is fairer and more sustainable. We already have a strong baseline level of “green jobs” in the city, and innovative businesses at the leading edge of the technology needed to create a sustainable economy for Britain, and this presents an opportunity.

It also presents us with a challenge to plan ahead, and to work with schools, employers and skills providers so that our businesses and people can adapt and thrive in a fast-changing world where some jobs and business models and processes will become obsolete within the next decade, whilst others will increase in demand.

It is crucial that young people have the skills and education that they need both to be citizens of the future and that careers advice and guidance and curricula take into account the changing world and economy.

At the same time, we also need our local businesses, industry and workforce to have the skills and capacity required for the scale and pace of change needed for us to decarbonise our homes and buildings, and our transport systems.

We need the work that is carried out to be of a high quality and using the most modern methods, materials and techniques to the standard that we need to prevent problems or the need for further work and cost further down the line.

Skills funding and the apprenticeship system is not currently designed in a way that encourages skills providers or employers to invest in skills that will be needed at scale in the near future rather than for getting people into work now. Giving employers and skills providers the reassurance that demand is not only coming but already here, stimulating demand further and matching it with growing capacity in skills and supply chains will be an ongoing challenge.

1. Stimulating and celebrating Sheffield’s low carbon economy

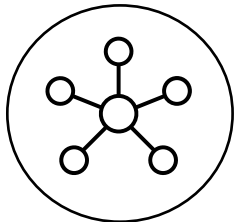
- Ensure that we understand the potential for green job creation and jobs at risk in Sheffield, as well as the skills gap in provision of carbon reduction products and services in the City.
- Increase awareness of the increasingly high levels of demand for retrofit services to increase interest in skills development and provision, as well as further stimulating demand.

2. Building skills to deliver the transition

- Work with the South Yorkshire Mayoral Combined Authority, businesses and industry to increase the provision of low carbon skills.
- Explore how we can work with the existing green sector and training providers to increase and expand relevant skills.
- Use our procurement of carbon reduction and wider activity to support the development of low carbon skills and economy locally.

3. Educating children, young people and communities

- The Education Service are working with Learn Sheffield, schools and other private and community sector partners to develop an offer for young people’s climate education.



9 We will work to ensure we have the planning and infrastructure we need for the future

The infrastructure that underpins how our city works will be vital to our success, from the layout of roads and cycle paths and the capability of our electrical infrastructure, to the way we design our city, and including the digital infrastructure that will allow many people to work remotely and travel less.

Sheffield is at a pivotal point as we develop our new local plan which will be central to planning policy for 20 years once it comes into force. It is crucial to make the plan as ambitious as it can be, and that it is futureproofed.

Sheffield introduced one of the first district energy networks in the country over 25 years ago, fuelled by the city's residual waste. More recently, district heating is increasingly recognised as having the potential to play a large part in the decarbonisation of the city's heating, and there is the potential to explore new and innovative ways to source its energy, its expansion to serve an increased number of both residential and commercial properties, and work is underway to explore options for investment to secure its future.

As heating and transport is increasingly electrified, and increasing levels of renewable energy are fed into the grid, the electrical infrastructure which we take for granted will have to cope with levels and variability of demand and supply that it was not designed to manage. The electricity grid system in Sheffield, as elsewhere, will need to be fit for the future and we have a role to work with Northern Power Grid to influence this.

1. Using the planning system to support our ambitions

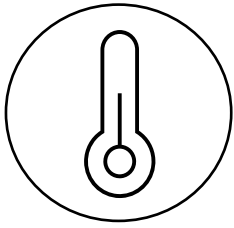
- Develop a new Local Plan that is future-proofed and supports our ambitions to transition to a zero carbon economy by 2030.
- Explore what sustainable neighbourhoods might look like.
- Develop and apply interim revised supplementary planning guidance on renewable and low carbon energy to apply before the Local Plan is adopted.
- Explore the potential for a compulsory carbon offsetting scheme in circumstances when on site abatement is not possible.

2. Ensuring our energy infrastructure is fit for purpose

- Work with partners to explore opportunities for the expansion and decarbonisation of existing heat networks, including through the identification of heat network zones, initially through participation in BEIS' Heat Network Zoning Pilot Programme.
- Further explore options for investment in the District Energy Network.
- Continue to work with Northern Power Grid to ensure that Sheffield's electricity infrastructure is capable of supporting our net zero goals and to ensure that investment is made to enable this.
- Work with Cadent to explore opportunities to decarbonise the gas grid.

3. Investing in our transport infrastructure

- We are delivering a £50+ million programme of active travel and public transport improvements across the city through our Transforming Cities Funding, to enable people to get around the city using low carbon, sustainable and inclusive ways of travelling.



10 We will prepare the city to adapt for a changing climate

We know that even our best efforts in Sheffield and globally can only limit climate change. Whilst every fraction of a degree temperature increase that can be avoided matters, we also need to prepare our city for a changing climate. Extreme weather events will become increasingly common, particularly flooding, extreme heat and wild fires. These will impact on our health and wellbeing and way of life, on service demands and on our economy.

We will need to have a full understanding of which areas are at risk so that we can plan appropriately. Buildings for the future will need to increasingly incorporate features such as green walls, green roofs and, in flood prone areas, buildings that are raised off the ground to withstand flooding. We already have examples of all these interventions, and Sheffield has been at the forefront of green roof development in the UK.

Through the City's Flood Programme we have invested more than £25m in flood risk reduction since the devastating floods of 2007 directly protecting over 500 businesses and approx. 350 homes. £15m of schemes are now in delivery and development to protect a further 100 homes and over 150 more businesses. Between now and 2027 more than £50m of further investment is planned across the Sheaf, Porter and Blackburn Brook to protect 750 homes and over 500 businesses.

We already focus a lot of our resilience work on nature-based solutions to flood prevention, including the Grey to Green programme of Sustainable Urban Drainage, moorland restoration and natural flood management. We are looking at ways of working with partners and landowners to expand this work using learning from current projects such as our trial of natural flood management approaches in the Limb Brook Valley with Sheffield and Rotherham Wildlife.

1. Develop our understanding of the impacts of climate change on our city, and on the people who live and work here.

- Commission work to increase our understanding of the impact of climate change on Sheffield's residents in the coming years.

2. Create a resilience plan for the city

- Work with city partners to develop a plan setting out how we can work together to thrive in a changing climate. This will include forward planning, preparing our people and businesses and emergency planning.

3. Future-proofing our city

- Use the opportunity of the development of the Local Plan to futureproof our planning framework.
- Invest in flood risk reduction measures to better protect existing property and infrastructure and to enable resilient investment.
- Identify and look for funding to deliver interventions to mitigate the impacts of climate change.

4. Supporting our people and businesses to adapt

- Our Flood Programme includes providing flood resilience guidance for people and businesses.



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Report to Policy Committee

Author/Lead Officer of Report:
Mark Whitworth

Tel: 07816156986

Report of: Mark Whitworth

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: 24th November 2022

Subject: **Route map progress update**

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

Purpose of Report:

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

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

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

Recommendations:

That Committee:

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

Background Papers:

The Councils 10-point plan for Climate Action

Our Sheffield Delivery Plan 2022/23

Lead Officer to complete:-							
1	<table border="1"> <tr> <td rowspan="4">I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.</td> <td>Finance: Kerry Darlow</td> </tr> <tr> <td>Legal: Louise Bate</td> </tr> <tr> <td>Equalities & Consultation: Ed Sexton</td> </tr> <tr> <td>Climate: Mark Whitworth</td> </tr> </table>	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Kerry Darlow	Legal: Louise Bate	Equalities & Consultation: Ed Sexton	Climate: Mark Whitworth	
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	Legal: Louise Bate						
	Equalities & Consultation: Ed Sexton						
	Climate: Mark Whitworth						
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>						
2	<table border="1"> <tr> <td>SLB member who approved submission:</td> <td>Kate Martin</td> </tr> </table>	SLB member who approved submission:	Kate Martin				
SLB member who approved submission:	Kate Martin						
3	<table border="1"> <tr> <td>Committee Chair consulted:</td> <td>Cllr Iqbal / Cllr Grocutt</td> </tr> </table>	Committee Chair consulted:	Cllr Iqbal / Cllr Grocutt				
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4	<table border="1"> <tr> <td colspan="2">I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.</td> </tr> <tr> <td>Lead Officer Name: Mark Whitworth</td> <td>Job Title: Sustainability and Climate Change Service Manager</td> </tr> <tr> <td colspan="2">Date: 9 November 2022</td> </tr> </table>	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.		Lead Officer Name: Mark Whitworth	Job Title: Sustainability and Climate Change Service Manager	Date: 9 November 2022	
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Lead Officer Name: Mark Whitworth	Job Title: Sustainability and Climate Change Service Manager						
Date: 9 November 2022							

1. PROPOSAL

1.1 Background

Climate change is recognised as the greatest challenge of our lifetime. It is undermining every dimension of global health¹ and is threatening economic stability in sectors such as agriculture and food production². The impacts of these changes are expected to disproportionately affect our most vulnerable communities locally as well as globally.

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

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

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

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

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

1.2 Route maps

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

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

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

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

to decarbonisation evidence base report³ and identify the ways forward.

1.2 Current position

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.7 **Our homes – Autumn 2023**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. HOW DOES THIS DECISION CONTRIBUTE ?

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

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

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

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

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

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

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

3. HAS THERE BEEN ANY CONSULTATION?

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

3.2 Internal engagement

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

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

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

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

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

3.3 External engagement and consultation

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

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

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

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

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

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

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

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

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

4.2 Financial and Commercial Implications

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

4.3 Legal Implications

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

4.4 Climate Implications

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

4.4 Other Implications

4.4.1 No other implications considered

5. ALTERNATIVE OPTIONS CONSIDERED

5.1

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

6. REASONS FOR RECOMMENDATIONS

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