

Transport, Regeneration and Climate Policy Committee

**Wednesday 15 November 2023 at 2.00
pm**

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

The Press and Public are Welcome to Attend

Membership

Councillor Ben Miskell
Councillor Christine Gilligan Kubo
Councillor Andrew Sangar (MBE)
Councillor Ian Auckland
Councillor Denise Fox
Councillor Craig Gamble Pugh
Councillor Ruth Mersereau
Councillor Safiya Saeed
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 Committee Chair Councillor Ben Miskell.

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

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

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

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

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

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

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

If you require any further information please email committee@sheffield.gov.uk.

FACILITIES

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

**TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE AGENDA
15 NOVEMBER 2023**

Order of Business

Welcome and Housekeeping

The Chair to welcome attendees to the meeting and outline basic housekeeping and fire safety arrangements.

1. Apologies for Absence

2. Exclusion of Press and Public

To identify items where resolutions may be moved to exclude the press and public

3. Declarations of Interest

Members to declare any interests they have in the business to be considered at the meeting

(Pages 7 - 10)

4. Minutes of Previous Meeting

To approve the minutes of the last meeting of the Committee held on 20th September, 2023.

(Pages 11 - 28)

5. Public Questions and Petitions

To receive any questions or petitions from members of the public.

(NOTE: There is a time limit of up to 30 minutes for the above item of business. In accordance with the arrangements published on the Council's website, questions/petitions at the meeting are required to be submitted in writing, to committee@sheffield.gov.uk, by 9.00 a.m. on Monday 13th November 2023).

6. Members' Questions

To receive any questions from Members of the committee on issues which are not already the subject of an item of business on the Committee agenda – Council Procedure Rule 16.8.

(NOTE: a period of up to 10 minutes shall be allocated for Members' supplementary questions - one supplemental question on each question may be asked by the Member who had submitted the original question).

7. Work Programme

Report of the Director of Policy and Democratic Engagement

(Pages 29 - 44)

Formal Decisions

8. **Attercliffe Levelling Up Programme Update** (Pages 45 - 54)
Report of the Executive Director City Futures
9. **Progress Update on Gateway to Sheffield Levelling Up Fund Programme** (Pages 55 - 62)
Report of the Executive Director City Futures
10. **2024 to 2027 Revenue and Capital Budget** (Pages 63 - 78)
Report of the Executive Director City Futures

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Monday 11 December 2023 at 2.00 pm

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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

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

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

You **must**:

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

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

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

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

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

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

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

You have a personal interest where –

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

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

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

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

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

Further advice can be obtained from David Hollis, General Counsel by emailing david.hollis@sheffield.gov.uk.

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Transport, Regeneration and Climate Policy Committee

Meeting held 20 September 2023

PRESENT: Councillors Ben Miskell (Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, David Barker, Craig Gamble Pugh, Ruth Mersereau, Safiya Saeed and Richard Shaw

1. APOLOGIES FOR ABSENCE

1.1 No apologies for absence were received.

2. EXCLUSION OF PRESS AND PUBLIC

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

3. DECLARATIONS OF INTEREST

3.1 No declarations of interest were received.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meetings of the Committee held on 19th July, 2023 were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 The Policy Committee received four petitions from members of the public. Two members of the public did not attend to present their petitions, a written response would be provided.

The Policy Committee received a petition 'Sheffield General Cemetery'. Philip Ward and Adrian Hallam attended the meeting and presented the petition to the committee.

The petitioners explained that Sheffield General Cemetery was a popular inner-city destination for walking and recreation, as well as providing a pleasant access route for pedestrians and cyclists between the Sharrow area and Ecclesall Road and beyond. The recent improvements to the Cemetery and expected upturn in use of its facilities will lead to an increase in footfall. Members were urged to consider the future of the site.

The speed of the vehicles on Cemetery Road presented considerable risks to those attempting to cross. Crossing the road was particularly hazardous for users of the nursery in the Cemetery grounds, to older people attempting to access the bus stops and to people from the care homes in the vicinity, who might be wheelchair users. Cyclists too had difficulty crossing from Grange Road into the

main entrance.

The petitioners acknowledged the Council's criteria for determining pedestrian crossing sites including the number of collisions and costs but asked that they also consider access to amenities in this instance and whether costs could be reduced by removing beacons and only using painted lines on the road instead.

The Chair thanked the petitioner for bringing the petition and highlighted that whilst decisions taken on installing crossings were driven by the data, there was also a need to be mindful that to roll out more zebra crossings across the city a more coordinated approach nationally was needed and that means following lessons learnt in other countries.

In France for example, crossings comprised of have painted lines on roads with no beacons. They are quick and easy to install. There is no reason we shouldn't do that in order to prioritise safety for the most vulnerable road users.

The Chair confirmed that he was happy to continue to work with on this issue and the wider support for action from central Government and would also look to see what could be done about ensuring that the suggestion for a crossing near the Sheffield General Cemetery is on the Council's list of works, obviously prioritised in line with the criteria that exists across the city.

- 5.2 The Policy Committee received a petition 'The junction of Duke Street/Bernard Street/Talbot Street'. Graham Wroe attended the meeting and presented the petition to the committee.

The petitioner explained that the petition had received 228 signatures and listed a number of community amenities that were in close proximity to the junction. The junction created an obstacle for people walking, cycling and driving due to its poor layout and during rush hour there was no safe place for pedestrians to cross. He explained that the junction was so dangerous it put people off walking, especially if they were not able to move quickly and therefore the number of accidents may be low because people avoid the area. An increase in lorries and vans had been noted following the introduction of the Clean Air Zone.

The petitioner referenced a video he had made of the junction to emphasise the problems. A petition for a crossing at the same junction had previously been conducted in 2014 and since then the traffic has got much worse. The petitioner urged the members to act now to save lives at the junction.

The Chair thanked the petitioner for bringing the petition and advised that Manor Castle Councillors had been working on this issue. It was acknowledged that the Council receives a high volume of requests to install pedestrian crossings throughout the year. Limited resources meant that it was necessary to assess, score and prioritise locations.

The Chair advised that sites for the 2023/24 pedestrian improvement programme had been finalised and were already in progress. However, when it is nearing the end of each calendar year the prioritisation and selection process is initiated for the rolling annual Pedestrian Improvement Programme that is due to commence the following financial year. The top scoring sites are re-assessed to determine whether they have remained at the same score, increased or reduced in score. Any

changes that may have occurred since the request was originally received which, may affect the original assessment, such as any local building developments, changes to the highway including road layouts and any other improvement measures that may have been implemented are considered. Once the prioritisation process is complete, the highest scoring sites are then progressed under the Pedestrian Improvements Programme. The Chair was unable to confirm at that time whether this location would be prioritised for next year's programme as it has yet to be assessed and the prioritisation process for 2024/25 had not begun. However, it would remain on the city-wide list to be considered for future programmes if it was not prioritised for next year.

- 5.3 The Policy Committee received seven questions from members of the public. Three members of the public did not attend to ask their question, a written response would be provided.

Questions from Richard Brogden

- "Will the committee agree to drop the threat of implementing 12 hr bus lanes along both roads (Ecclesall Road, Abbeydale Road (incorporating London Road) indefinitely as a result of our patient accessibility survey."
- Will the committee define (quantitatively) what constitutes a success relating to proposed junction improvements that will be undertaken in the spring of 2024"
- "Will the committee give reassurances to our patients, and those of other dental practices (and allied health professionals) across both routes that any measures implemented will *never* compromise their access to vital services?"
- "Will the committee give reassurances that any economic impact assessment that may potentially be undertaken with any measures in the future is done in a totally impartial, and independent fashion that would involve all stakeholders across all the affected routes?"

The Chair explained that as agreed at this committee on the 19th July 2023, it was proposed to initially implement the following bus priority measures:

- Junction improvements and traffic management amendments at or near junctions along London Road, Abbeydale Road and Ecclesall Road bus corridors.
- Camera enforcement of existing sections of bus lanes on London Road, Abbeydale Road and Ecclesall Road

The detailed design of these measures will be finalised and proposed amendments to localised Traffic Regulation Orders (TROs) would be progressed pursuant to officer decisions. Statutory consultation associated with the changes would be undertaken.

Where such matters were then subject to a further decision by the Committee, recommendations would be presented for its consideration in due course.

Any implementation of these works would then be reviewed. This would be undertaken to determine if further bus priority measures were required. This may include options to amend bus lane hours of operation and the enhanced enforcement of parking and waiting restrictions.

The aim of the project was to improve bus journey time consistency and reliability along London Road, Abbeydale Road and Ecclesall Road. Data on journey time consistency and reliability would be provided by the South Yorkshire Mayoral Combined Authority and bus operators.

The Chair advised that there were more specific journey saving benefits, but it would take more time to extract them from the business case. The benefits of the scheme would be reconfirmed at Final Business Case stage later this year. At that stage the criteria for measuring success would be published.

The aim of the scheme was to improve sustainable access for all people to facilities and services along London Road, Abbeydale Road and Ecclesall Road, and in the city centre with enhancements to bus priority.

The main factor determining parking on both corridors was bus lane hours of operation. As agreed at this committee on the 19th July the current approach was to enforce parking in bus lanes without amendments to bus lane hours of operation. The bus lane hours of operation were 07.30 to 09.30 and 16.00 to 18.30 for the majority of bus lanes.

As mentioned previously, should the review of the traffic management changes the Council had agreed to deliver indicate that further changes were required, further consultation and engagement would be undertaken.

Any economic impact assessment potentially undertaken would be impartial. The factors determining any investigation such as the range of stakeholders to be involved would be confirmed following an agreement on the requirements for an economic impact assessment.

Questions from Dylan Lewis-Creser

How does the council seek to ensure that residents and visitors are directed towards the most sustainable forms of transport in the city, decreasing carbon emissions and increasing the liveability of residents through lower noise pollution, air pollution, and reclaimed space from motor vehicles?

The Chair thanked the questioner for attending and explained that the Council had a comprehensive website to assist residents and visitors to use sustainable transport options and also a web page detailing the Council's response to the climate emergency. The Council also worked closely with SYMCA to help people make good choices about how they travel across Sheffield and South Yorkshire.

Questions from Zak Viney

1. Sheffield City Council has supposedly declared a climate emergency, of which we know that domestically, our biggest emitting sector is transport, accounting for a quarter of the UK's total emissions, the majority of these emissions coming from motor transport. How the council expect to work towards its decarbonisation goals without active investment and implementation of sustainable transport alternatives, encouraged by schemes such as the Walkley and Crookes AtN and Sheaf Valley Cycle Route?
2. Sheffield City Council bought in a Clean Air Zone in February 2023. Whilst this measure is progressive in addressing toxic air in the city, which causes hundreds of premature deaths annually - how does the council expect to encourage modal shift, required to clean our air, without active investment and delivery of schemes such as the Walkley and Crookes AtN and Sheaf Valley Cycle Route?

The Chair explained that some of the questions related to items on the agenda for the meeting and the questioner was welcome to stay and listen to those.

Analysis had shown that transport accounts for 26% of Sheffield's carbon emissions, the third highest sector after Industry and Housing. The Council recently set out how it intends to address and reduce these emissions in The Way We Travel decarbonisation Routemap chapter, which was approved by the Transport, Regeneration and Climate Change Policy Committee on the 19th July this year.

This document sets out the challenge, vision for change and some of the activity the Council is undertaking between now and 2025 to accelerate the transition to Net Zero travel, including activity around increasing active travel, improving public transport, consolidating freight and decarbonising vehicles.

The Chair advised that encouraging and enabling the uptake of walking and cycling were important parts of Sheffield City Council's overall ambitions for improving the air we breathe, addressing the congestion on our streets and reducing carbon emissions from transport. To achieve this, and to ensure that people in Sheffield see walking and cycling as a realistic and preferred choice, our infrastructure for active travel would need to improve.

The Council would soon be developing a Sheffield Active Travel Plan that sets out the cycling and walking networks that Sheffield needs to deliver to support sustainable growth, at both a strategic corridor level but also local community level. This would form the basis of a programme of future infrastructure that the Council would proactively seek to deliver, using suitable funding opportunities including, but not limited to those from Department for Transport, Active Travel England and SYMCA.

Questions from Marion Gerson

Thank you, Chair, for getting Council Officers to make the most up to date figures for pollution monitoring available. As I had expected, these show that the Nitrogen dioxide measurements for the Abbeydale Road pinch point had increased substantially. Outside Butterworth Cycles it went from 33 in 2021 to 41 in 2022. That's a 24% increase caused by the closures. At the Carter Knowle junction it went from 32 to 39, a 22% increase. These increases were the result of just half a year of Archer Lane and Little London Road being closed, with the resultant congestion, so we can reasonably assume that a whole year's measurements would have been even higher.

The report from officers on the closure of Archer Lane states as a benefit that it resulted in a 3% drop in vehicle movements within the Active Travel Neighbourhood. (This is debatable since the major drop in traffic was the result of 1200 fewer vehicles accessing the Abbeydale pinchpoint from the suburbs further south, and many of their drivers are likely to have chosen alternative routes into town such as Ecclesall Road.)

But respondents to the survey questionnaire particularly cited increased travel times, extended queuing and increased fuel use for their concerns over the closure of Archer Lane. That is what was being measured on Abbeydale Road. If half of vehicle movements in the affected area had an average increase in queuing time of, say, 40% this would greatly outweigh a possible 3% drop in numbers of vehicles.

Where, then, is the benefit of the Active Travel Neighbourhood to our efforts to reduce pollution and carbon emissions?

The Chair thanked the questioner for attending to ask their question and noted that much of the information he was going to provide was very technical and therefore he had taken advice from officers. As highlighted in the report to policy committee for the Sheaf Valley Cycle Route and Nether Edge Active Travel Neighbourhood is it not possible to make any conclusions about either of the schemes' impacts on air quality along Abbeydale Rd or elsewhere. This is because the air quality measurements the Council take using simple diffusion tubes are only reliable enough to provide long term trends in terms of changes in Nitrogen Dioxide concentrations over at least 2-3 years. Given that both schemes were introduced nearly halfway through 2022, and included a period of COVID lockdown restrictions there was no way of showing the impact the schemes may have had based on 2022 data. For these reasons data must be treated with a level of caution and any conclusions be equally cautiously considered.

As traffic volumes continued to rise following the easing of travel restrictions in 2021, so too could we expect NO₂ concentrations to rise. Indeed, city-wide there had been an average increase in NO₂ concentrations of nearly 16% across all diffusion tubes between 2021 and 2022. Some areas of the city, not connected to either of these schemes, had seen average increases of NO₂ concentrations of as high as 28% between 2021 and 2022. Traffic congestions along Abbeydale Rd and Ecclesall Rd was not new but continued to rise towards pre-pandemic levels as was the case city-wide.

Traffic count data indicated that vehicle movements across junctions have changed as a result of the schemes. This had resulted in some increases in vehicle counts, on certain roads and at certain times of the day including Abbeydale Rd/ Broadfield Rd / Sheldon Road. Equally, however, data also showed decreases in traffic count data at other arms of this junction and at other locations along Abbeydale Rd.

Given that transport is a significant contributor to poor air quality in towns and cities, and accounts for around 26% of carbon emissions in Sheffield, it is vital to take steps to reduce overall emissions from motorised vehicles over the long-term and provide real opportunities for people to make more local journeys by active and sustainable means.

6. MEMBERS' QUESTIONS

- 6.1 A schedule of questions to the Chair, submitted in accordance with Council Procedure Rule 16, and which contained written answers, was circulated. Supplementary questions, under the provisions of Council Procedure Rule 16.4, were asked and were answered by the Chair.

7. WORK PROGRAMME

- 7.1.1 The Committee considered a report of the Director of Policy and Democratic Engagement on the Committee's Work Programme detailing all known, substantive agenda items for forthcoming meetings of the Committee, to enable this committee, other committees, officers, partners, and the public to plan their work with and for the Committee.
- 7.1.2 A member asked a question regarding a scheme at Rails Road and whether this had been held up due to work being carried out by the Governance Committee. The Chair advised that he would provide a written response to this query.
- 7.1.3 The Director of Investment, Climate Change and Planning informed the committee that a work programme briefing session would take place in October 2023. This was in response to requests for more items on the work programme to have expected committee dates indicated for them.

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

1. That the Committee's work programme, as set out in Appendix 1 be agreed, including any additions and amendments identified in Part 1;
2. That consideration be given to the further additions or adjustments to the work programme presented at Part 2 of Appendix 1;
3. That Members give consideration to any further issues to be explored by officers for inclusion in Part 2 of Appendix 1 of the next work programme report, for potential addition to the work programme; and
4. that the referrals from Council and Local Area Committees (petition and resolutions) detailed in Section 2 of the report be noted and the proposed responses set out be agreed.

7.3 Reasons for Decision

7.3.1 To give the committee members an opportunity to consider the direction of the work programme, align it with their key priorities and create a manageable workload for the committee.

7.4 Alternatives Considered and Rejected

7.4.1 None

8. 2023/24 Q1 BUDGET MONITORING

8.1 The committee considered a report from the Director of Finance and Commercial Services that brought them up to date with the Council's outturn position for Q1 2023/24 General Fund revenue position.

8.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee note the updated information and management actions provided by this report on the Q1 2023/24 Revenue Budget Outturn as described in this report.

8.3 Reasons for Decision

8.3.1 To record formally changes to the Revenue Budget.

8.4 Alternatives Considered and Rejected

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

9. ROTHER VALLEY PARKING SCHEME

9.1.1 The Committee considered a report of the Executive Director of City Futures detailing the consultation response to proposals to introduce a parking scheme near Rother Valley Country Park on Rother Valley Way, Meadow Gate Avenue and Owlthorpe Greenway.

9.1.2 The concerns of members regarding parking on footways was noted and officers advised that proactive enforcement would be put in place to maintain safety around junctions and the scheme would be reviewed after its implementation.

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

1. Consider the objections to the proposed Traffic Regulation Orders associated with the Rother Valley Parking scheme.
2. Having regard to those objections, approve the making of the Traffic Regulation Order as amended and in accordance with the Road Traffic

Regulation Act 1984.

3. Note that all respondents will then be informed accordingly.
4. Approve the implementation of the amended Rother Valley Parking scheme, subject to authorisation of the project through the capital gateway process.
5. Authorise officers to progress the formal revocation of those elements of the ETO which were not implemented.

9.3 **Reasons for Decision**

9.3.1 The scheme will prevent parking in unsuitable places, such as pavements and provide a pedestrian refuge. This will result in a safer more pleasant environment for residents, pedestrians, and cyclists.

9.3.2 Improvements to Rother Valley Way car park will be included to make this more attractive to use and some on street parking opportunities will be available as alternatives for busy times.

9.3.3 The introduction of a formalised on-street parking scheme will improve access to the Rother Valley Country Park. This will encourage use of the country park for outdoor activities such as walking and cycling which will improve health and wellbeing.

9.3.4 The scheme will improve road safety for all pedestrians including those with impaired mobility, cyclists, and drivers to reduce the risk of future collisions.

9.3.5 Having considered the aforementioned benefits alongside the response from the public and other consultees, it is recommended that the TROs be made with the amendments set out in paragraphs 3.13 – 3.15 as, on balance, the benefits of the scheme are deemed to outweigh the concerns raised.

9.3.6 It is therefore recommended that Committee:

- Consider the objections to the proposed Traffic Regulation Orders associated with the Rother Valley Parking scheme;
- Having regard to those objections, approve the making of the Traffic Regulation Order, in accordance with the Road Traffic Regulation Act 1984;
- Note that all respondents will then be informed accordingly;
- Approve the implementation of the amended Rother Valley Parking scheme, subject to authorisation of the project through the capital gateway process.

9.4 **Alternatives Considered and Rejected**

9.4.1 The current proposal would see the introduction of a series of waiting restrictions with suitable gaps for on street parking. These gaps are not proposed to be restricted by time or charge at the present time. An alternative was considered during the development of the scheme to include time restrictions or a charging regime on these gaps to ensure more opportunities for parking by creating a turnover of the spaces. However, this was not considered appropriate at the present time due to the wish to encourage drivers to use the space available, considerations about drivers seeking unrestricted parking instead in the residential

streets, enforcement practicalities and to encourage visitors to Rother Valley Park to use the car park and these gaps in the first instance.

- 9.4.2 As outlined above in paragraphs 3.13 – 3.15 the scheme has been revised in light of comments from statutory consultees and public comments during the initial development from Autumn 2022. Changes made following initial engagement and recent consultation include a reduction in proposed waiting restrictions to provide more gaps at the request of residents, addition of traffic calming on Rother Valley Way, provision of new footways on Rother Valley Way and potential improvements to the condition and visibility of the car park.

10. REPORT OBJECTIONS TO THE EXPERIMENTAL TRAFFIC REGULATION ORDER FOR THE SHEAF VALLEY CYCLE ROUTE

- 10.1.1 The Committee considered a report of the Executive Director-City Futures setting out an analysis of the effect of an 18-month Experimental Traffic Order (ETO) used to implement specific interventions on the highway as part of the Sheaf Valley Cycle Route. The ETO and interventions were implemented in May 2022, with the ETO due to expire in November 2023.

- 10.1.2 The report included the results of formal consultation, receipt of objections, along with feedback received pre and post formal consultation. The consultation sought the views of residents, visitors to the area, businesses, local groups, institutions, and statutory groups. Further monitoring and evaluation of the scheme had been carried out to help quantify the outcomes of the scheme.

- 10.1.3 Members asked questions about the materials used initially to enforce the road closures that were later replaced with concrete blocks. Assurances were sought that lessons had been learnt following the vandalism of the original structures and that officers would look for a way to make the concrete blocks more aesthetically pleasing. It was agreed that the appearance was a key consideration, hence the use of planters in the first instance and that the South Yorkshire Mayoral Combined Authority (SYMCA) would be approached for funding.

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

- Consider the objections to interventions delivered through the ETO, in terms of how they relate to the wider scheme, its overall aims and objectives and how they tie-in with wider Sheffield City Council strategies and policy.
- Consider the wider monitoring and evaluation of the scheme including current and potential future outcomes of the interventions delivered.
- Having considered the objections and outcomes of the scheme, approve the implementation of the SVCR in its entirety. In other words, agree that all interventions associated with the ETO should be made permanent.
- Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly.
- Note that if recommendation to implement interventions on a permanent

basis is approved, officers will write to all properties within the boundary of the initial larger consultation area to inform them. Information about the scheme will be included, but the Council will make it clear that this is not a further consultation exercise. The aim is to have this letter distributed within 2 weeks of the recommendations being taken forward.

- Authorise officers to progress the formal revocation of those elements of the ETO which were not implemented

10.3 **Reasons for Decision**

10.3.1 A truly multi-modal transport network that is built to a high standard, offers inclusive economic, social and environmental opportunities and benefits to everyone, regardless of their age, gender, ethnicity or background. Furthermore, safer, cleaner and lower traffic routes can make the city a better place to live, work, learn and play.

10.4 **Alternatives Considered and Rejected**

10.4.1 Focusing solely on the interventions associated with the ETO, there are three main approaches to consider:

- Make all interventions permanent.
- Remove all interventions and return the highway to its former state.
- Make some interventions permanent and remove others.

10.4.2 There may be some more nuanced/minor alterations to signage and lines that can be considered along some sections of the route. However, this has already taken place following early stages of consultation and there has been very little correspondence to suggest that this would make a significant difference for individuals or organisations along the route corridor.

10.4.3 Remove all interventions and return the highway to its former state.

10.4.4 This approach reintroduces through-traffic along all roads where interventions have been implemented. The increased vehicle traffic, and movements across junctions where interventions are present. This would mean that much of the Sheaf Valley Cycle Route (SVCR) is longer LTN1/20 compliant and therefore less safe, less coherent, less comfortable, less attractive, and therefore less likely to encourage modal shift away from motorised vehicle traffic to active modes. It would undermine those permanent interventions that are already in place as the route would essentially become disconnected.

10.4.5 This would be at odds with Sheffield City Council strategy and policy including transport and net zero targets. It sends a message that the speed and convenience of those travelling by private motor vehicle is a priority over the provision of infrastructure that benefits those individuals that do not have access to a car or whose choose to travel by bike or on foot. All other benefits of the scheme, as outline in section 1 of the report, would be undermined. This would lessen improved amenity and worsen the environment for walking and cycling. Ultimately, these types of funded proposals exist to support all transport users

across the entire network. With current and planned developed taking place within and near the city centre, these schemes represent a real opportunity to deal with expected increases in demand for transport without an overreliance on car dependency. Outside of the Connecting Sheffield programme, there current exists no other proposals that would address these issues.

10.4.6 Modify/remove some interventions.

10.4.7 It is not possible to make the ETO permanent while also modifying the proposal owing to restrictions on the Council's ability to do so per regulation 23 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council has the option of either making the implemented scheme permanent or not at all.

10.4.8 It is possible to consider the effect of potential modifications. While they are not presented to the committee as an alternative option within this report, such a proposal could be taken forward as a modification subsequent to the recommended scheme being permanently implemented (should the committee so decide). However, this would incur significant resource implications in terms of issuing an entirely new traffic order, carrying out additional public engagement and further demand on officer time.

10.4.9 Furthermore, removal of a single intervention along the SVCR has the potential to undermine the effectiveness of the entire scheme. For example, taking out the Cherry St/Shoreham St filter reintroduces increased traffic volumes along Shoreham St. This means that the route quality declines for active travel users at this location and therefore the full route becomes disconnected and less attractive for people travelling by bike or on foot.

10.4.10 The exception to this is the Hackthorne Rd/Scarsdale Rd intervention as this is not an imperative element of the scheme. However, data clearly shows that this intervention has been successful at removing significant levels of through traffic on Hackthorne Rd and adjoining residential streets

10.4.11 Little London Rd has received more public feedback than any other element of the scheme. If the modal filter was removed here, the road would effectively become less accessible for people on bike or on foot. This is particularly true where the carriageway and footway are extremely narrow (under the rail bridge). Re-opening Little London Rd to through-traffic effectively means that the SVCR would end where the walking and cycling route from Saxon Rd meets Little London Rd. The long-term vision to extend the SVCR to Dore and Totley Station and To Meadowhead, would be much more difficult to realise.

10.4.12 The overall impact of removing any of the ETO interventions is similar in nature (if not scale) to the removal of all interventions along the route as highlighted above.

11. ACTIVE TRAVEL NEIGHBOURHOOD ETRO REVIEW: CROOKES/WALKLEY

11.1.1 The Committee considered a report of the Executive Director-City Futures setting

out an analysis of the effect of the implementation of an 18-month Experimental Traffic Order (ETO) in Crookes, including the results of formal consultation, along with feedback received pre and post formal consultation.

- 11.1.2 The consultation sought the views of residents, visitors to the area, businesses, local groups, institutions, and statutory groups to inform a decision on whether or not the Council wished to progress towards making the changes permanent or not.
- 11.1.3 Members commented that the drop in sessions used during the consultation were well attended and that these should be used from the start of the exercise in future. Officers agreed that discussions in person with members of the public considering proposed plans would be a preferred method moving forward. There had been lessons learnt from the iterative process which resulted in a positive outcome.
- 11.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:
- Approve that the elements included in Experimental Traffic Orders are made permanent in accordance with the Road Traffic Regulation Act 1984:

CROOKES –

1. Prohibition of Motor Vehicles on parts of Hands Road (at the junction with Leamington Street and Townend Street) and Newent Lane, with the extent of the restriction shortened on Newent Lane as detailed.
2. Prohibition of Motor Vehicles except authorised vehicles and permit holders (School Streets) Monday to Friday 8.15-9.15am and 2.45-3.45pm at Westways Primary School on Mona Avenue and Mona Road.
3. One Ways on Mona Avenue and part of Mona Road.
4. No Waiting at Any Time on parts of Cobden Place, Cobden View Road, Hands Road, Leamington Street, Matlock Road, Melbourn Road, Mona Avenue, Pickmere Road, Romsdal Road, Sackville Road, Slinn Street, Townend Street and Warwick Terrace is made permanent, with the extent of the restrictions shortened or not wholly implemented on Cobden View Road, Romsdal Road and Sackville Road as detailed.
5. No Waiting Monday to Friday 9am to 5pm on part of Western Road.
6. Amendment to Permit Holder Parking Places on Crookesmoor Road.

WALKLEY –

1. Prohibition of Motor Vehicles on parts of Fir Street, Highton Street and Matlock Road (western end).
 2. One Way on parts of Greenhow Street and Heavygate Avenue.
 3. No Waiting at Any Time on parts of Camm Street, Greenhow Street, Heavygate Avenue, Highton Street and Matlock Road is made permanent, with the extent of the restrictions shortened or not wholly implemented on Matlock Road as detailed.
- Approve that only the elements listed above under ‘Crookes’ and ‘Walkley’

are implemented on street on a permanent basis. Officers will take forward the revocation of all elements of the ETOs not listed above.

- Approve that physical works to make these changes permanent are designed and implemented and that until then the temporary materials creating the closures/one way are retained.
- Note that, if the above elements are made permanent, objectors will be informed accordingly and the Council will write to all properties within the boundary of the consultation area to inform them of the decisions.
- Approve the development of permanent options for pedestrian crossing facilities near the junction of Crookes/ School Road, Cookesmoor/ Conduit Road and at Heavycate Road/ Heavycate Avenue through normal procedures – these elements are not subject to an ETO.

11.3 **Reasons for Decision**

In general, the data does not support the general perception, and the council is tasked and supported through various strategies and polices to create better places live, provide transport options, and tackle the climate issues.

11.3.1 **CROOKES**

It is recommended that the Council make permanent the current interventions as they stand.

This includes:

- Prohibition of Motor Vehicles on parts of Hands Road (at the junction with Leamington Street and Townend Street) and Newent Lane, with the extent of the restriction shortened on Newent Lane as detailed.
- Prohibition of Motor Vehicles except authorised vehicles and permit holders (School Streets) Monday to Friday 8.15-9.15am and 2.45-3.45pm at Westways Primary School on Mona Avenue and Mona Road.
- One Ways on Mona Avenue and part of Mona Road.
- No Waiting at Any Time on parts of Cobden Place, Cobden View Road, Hands Road, Leamington Street, Matlock Road, Melbourn Road, Mona Avenue, Pickmere Road, Romsdal Road, Sackville Road, Slinn Street, Townend Street and Warwick Terrace is made permanent, with the extent of the restrictions shortened or not wholly implemented on Cobden View Road, Romsdal Road and Sackville Road as detailed below
- Romsdal Road - keep the double yellow lines on western side at junction with Sackville Road
- Cobden View Road - keep the double yellow lines at junction with Cobden Place but not the extended ones at the junction with Springvale Road.
- Sackville Road - Keep all double yellow lines except on eastern side adjoining Romsdal Road
- No Waiting Monday to Friday 9am to 5pm on part of Western Road.
- Amendment to Permit Holder Parking Places on Crookesmoor Road.

Only the measures in place (and listed above) will be implemented on street on a permanent basis. Officers will therefore look to revoke all elements within the permanent order which are not included above. The revocation process will be subject to the statutory requirements for the modification of traffic regulation orders. It may also be subject to a further decision by the committee where that is

necessary (per the requirements of the Council's constitution).

There is general support for most measures that remain. Only the Sackville Road/Pickmere Road filter continues to generate correspondence and this intervention stands in isolation now that all the others have been removed.

WALKLEY

The interventions have pushed some traffic onto boundary roads, but there has been significant reduction on traffic using the residential roads that have been treated. This, coupled with historical interventions east of South Road means we can start to develop a network of ATNs that could be linked further east toward the strategic A61 corridor, and Hillsborough centre.

The recommended option is to make permanent the measures that are currently in place as below:

- Prohibition of Motor Vehicles on parts of Fir Street, Highton Street and Matlock Road (western end).
- One Way on parts of Greenhow Street and Heavygate Avenue.
- No Waiting at Any Time on parts of Camm Street, Greenhow Street, Heavygate Avenue, Highton Street and Matlock Road is made permanent, with the extent of the restrictions shortened or not wholly implemented on eastern side of Matlock Road between Fulton Road and Heavygate Road

Only the measures in place (and listed above) will be implemented on street on a permanent basis. Officers will therefore look to revoke all elements within the permanent order which are not included above. The revocation process will be subject to the statutory requirements for the modification of traffic regulation orders. It may also be subject to a further decision by the committee where that is necessary (per the requirements of the Council's constitution).

11.4 Alternatives Considered and Rejected

11.4.1 Conclude the Experiment

For both areas, returning everything back to as it was in April 2022. This would be counterproductive to central and local government policy and objectives commitments.

12. ACTIVE TRAVEL NEIGHBOURHOOD ETRO REVIEW: NETHER EDGE

12.1.1 The Committee considered a report of the Executive Director-City Futures setting out an analysis of the effect of the implementation of an Experimental Traffic Order (ETO) in Nether Edge, including the results of formal consultation, along with feedback received pre and post formal consultation.

12.1.2 The consultation sought the views of residents, visitors to the area, businesses, local groups, institutions, and statutory groups to inform a decision on whether or not the Council wished to progress towards making the changes permanent or

not.

12.1.3 During the discussion of the above item the Committee agreed, in accordance with Council Procedure Rules, that as the meeting was approaching the two hours and 30 minutes time limit, the meeting should be extended by a period of 30 minutes.

12.1.4 It was moved by Cllr Sangar and seconded by Cllr Barker, as an amendment, that the recommendations submitted be amended by replacing recommendation three with the wording "The ETO is not made permanent and the Archer Lane road closure is removed", the addition of recommendation four "A permanent Traffic Regulation Order is promoted for the double yellow lines associated with the Osborne Road and Psalter Lane pedestrian crossings which should be retained on a permanent basis." The numbering of the subsequent recommendations was amended accordingly.

The amendment was put to the vote and carried.

(NOTE: The result of the vote was FOR – 6 Members; AGAINST – 2 Members; ABSTENTIONS – 1 Member.)

12.1.5 It was emphasised that the effects of reversing the road closure would need to be monitored closely.

12.2.1 **RESOLVED:** That the Transport, Regeneration and Climate Policy Committee:

- 1) Note the assessment of the impacts of the Experimental Traffic Order (ETO) layout;
- 2) Consider the results of the formal consultation, and feedback received post formal consultation;
- 3) The ETO is not made permanent and the Archer Lane road closure is removed
- 4) A permanent Traffic Regulation Order is promoted for the double yellow lines associated with the Osborne Road and Psalter Lane pedestrian crossings which should be retained on a permanent basis
- 5) Authorise officers to carry out further design work and engagement to identify appropriate permanent options and report back to a future meeting; and
- 6) Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly;
- 7) Authorise officers to progress the formal revocation of those elements of the ETO which were not implemented

12.2.2 The votes on the amended recommendation were ordered to be recorded and were as follows: -

For the recommendations (6) -

Councillors Ian Auckland, David Barker, Craig Gamble-Pugh, Ben Miskell, Safiya Saeed and Andrew Sangar

Against the recommendations (2) - Councillors Christine Gilligan-Kubo and Ruth Mersereau

Abstained from voting – Councillor Richard Shaw
on the recommendations (1)

12.3 **Reasons for Decision**

12.3.1 During the pre-experiment phase of the Nether Edge Active Neighbourhood consultation respondents said that they would like to see a reduction in traffic, improved crossings, and safer areas for children to play.

12.3.2 The perception surveys have consistently shown that most people perceive that the project has had more negative than positive impacts and the majority are opposed to it. For example, 69% of self-selecting resident respondents said that the project had negatively impacted congestion, 60% said the same for through-traffic and 74% said journey times had been negatively impacted by the project. 52% said that traffic speed had also been negatively impacted and less than a third said they would support the project.

12.3.3 The survey undertaken using a sample (thus moving away from self - selection) is more positive, especially from residents. For example, two in five residents (38%) suggest that the area now feels like a safer environment for walking and almost a half (47%) said they would support the project.

12.3.4 Members considered the results of the perception surveys in making a decision to not make the closure of Archer Lane permanent. The committee noted that there were a significant majority of people welcoming the introduction of the crossings and therefore the double yellow lines supporting the crossings along with the crossings themselves will be made permanent.

12.4 **Alternatives Considered and Rejected**

Option A - End the Experiment

12.4.1 Ending the ETO without making a permanent Order would not include the retention of the double yellow lines that support the pedestrian crossings provided during the trial and that will be made permanent.

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Report to Transport, Regeneration and Climate Committee

DATE 15th November 2023

Report of: James Henderson, Director of Policy and Democratic Engagement

Subject: Committee Work Programme – Transport, Regeneration and Climate

Author of Report: Amanda Clayton, Principal Democratic Services Officer

Summary:

The Committee's Work Programme is attached at **Appendix 1** for the Committee's consideration and discussion. This aims to show all known, substantive agenda items for forthcoming meetings of the Committee, to enable this committee, other committees, officers, partners, and the public to plan their work with and for the Committee.

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

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

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

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

Recommendations:

1. That the Committee's work programme, as set out in **Appendix 1** be agreed, including any additions and amendments identified in **Part 1**;
2. That consideration be given to the further additions or adjustments to the work programme presented at **Part 2** of **Appendix 1**;
3. That Members give consideration to any further issues to be explored by officers for inclusion in **Part 2** of **Appendix 1** of the next work programme report, for potential addition to the work programme; and
4. that the referrals from Council and Local Area Committees (petition and resolutions) detailed in **Section 2** of the report be noted and the proposed responses set out be agreed.

Background Papers: None

Category of Report: OPEN

COMMITTEE WORK PROGRAMME

1.0 Prioritisation

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

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

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

2.0 References from Council or other Committees

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

Issue	Renewable Energy
Referred from	Council, 4 th October 2023
Details	That the Transport, Regeneration and Climate Policy Committee gives consideration to every opportunity for investing in renewable energy projects on Council land and buildings to generate energy and income.
Comments/ Action Proposed	It is proposed that an overarching Climate Statement, including a series of specific committee statements will be submitted to the December Strategy and Resources Policy Committee for approval. Informal work is ongoing with each Committee to develop these. The sections in respect of each Policy Committee will set out what each Policy Committee will commit to undertake to take climate action – reduce emissions and adapt to a changing climate. The

	<p>sections for each Committee will include a direct reference to the issues raised in this motion.</p> <p>In addition, officers are exploring how we can commission a specific renewable energy scoping strategy, that will then provide recommendations on the actions that the Council (and each committee) will need to take to deliver this.</p>
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Issue	Christmas Parking Offer
Referred from	Waste and Streetscene Policy Committee, 27 th September 2023
Details	That the Waste and Street Scene Policy Committee notes that the Transport, Regeneration and Climate Policy Committee may authorise officers to liaise with the South Yorkshire Mayoral Combined Authority to identify potential measures to promote and / or incentivise the use of public transport over the Christmas period, and further recommend that it does so.
Comments/ Action Proposed	<p>It is proposed that an overarching Climate Statement, including a series of specific committee statements will be submitted to the December Strategy and Resources Policy Committee for approval. Informal work is ongoing with each Committee to develop these. The sections in respect of each Policy Committee will set out what each Policy Committee will commit to undertake to take climate action – reduce emissions and adapt to a changing climate. The sections for each Committee will include a direct reference to the issues raised in this motion.</p> <p>In addition, officers are exploring how we can commission a specific renewable energy scoping strategy, that will then provide recommendations on the actions that the Council (and each committee) will need to take to deliver this.</p>

3.0 Member engagement, learning and policy development outside of Committee

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

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

Title	Description & Format	Date
Local Plan Overview	Background and future work programme etc. – this will need more than one session.	August/September/October 2023
Regeneration and City Development Overview	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis of specific activities and initiatives e.g. Heart of the City, Castlegate,	TBC

	Attercliffe, West Bar, City Centre Living, Fargate, Future High Street Fund, Stocksbridge Towns Fund Format: Walkabout ideally	
Levelling Up Activity?	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis. Format: Presentation / update paper	HIGH PRIORITY June 2023 too as decisions will be needed on Castlegate/ Attercliffe re. CPOs October 2023
City Centre Strategic Vision Masterplans	Presentation giving overview of background to City Centre Vision and future work programme Include Moorfoot update – need to agree forum	Sep/Oct link to Local Plan July/Aug 23
Transport Overview	An overview of key Sheffield, Regional and National issues and policy influencing Transport and our local priorities and programmes	June 2023
Flood and Water Overview	An overview of key Sheffield, Regional and National issues and policy influencing Flood and Water and our local priorities and programmes	June 2023
Climate Change Overview	An overview of key Sheffield, Regional and National issues and policy influencing our approach to Net Zero following the adoption of the 10 Point Plan	June 2023
Climate Change	Formal Elected Member training	TBC
Funding Landscape	Familiarisation with Directorates Funding and potential external sources of funding	June 2023

Appendix 1 – Work Programme

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

Item	Proposed Date	Note
NEW – Decarbonisation Routemap: Energy, Generation and Storage	13 th March 2024	
NEW - Kelham/Neepsend parking scheme update	11 th December 2023	
NEW - Local and Neighbourhood Transport Complimentary Programme (LANTCP)/Road Safety Fund programme: 23/24 update.	11 th December 2023	
AMENDMENT Update on Local Transport Programme	11 th December 2023	Moved from 15 th November 2023
AMENDMENT CAZ Update – 6month review	11 th December 2023	Moved from 15 th November 2023
AMENDMENT The Sheffield Transport Strategy Interim Update	11 th December 2023	Moved from 15 th November 2023

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

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

Topic	
Description	
Lead Officer/s	
Item suggested by	
Type of item	
Prior member engagement/ development required <i>(with reference to options in Appendix 2)</i>	

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

Part 3: Agenda Items for Forthcoming Meetings

Meeting 4	15 th November 2023	Time 2pm					
Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> Decision Referral to decision-maker Pre-decision (policy development) Post-decision (service performance/ monitoring) 	<i>(re: decisions)</i> Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	Final decision-maker (& date) <ul style="list-style-type: none"> This Cttee Another Cttee (eg S&R) Full Council Officer 	Internal Deadlines (i.e. funding deadlines, submission deadline etc)
Attercliffe Levelling Up Programme Update	A progress update on each element of the LUF Bid including the National Centre for Child Health Technology, Adelphi Square and Transport and Movement will be provided and include recommendations on the funding options.	Tammy Whitaker/Alan Seasman/Jo Calcutt Scott	Decision	Briefing of TRC committee members	The report proposes to build on the engagement with the existing Attercliffe Stakeholder Group through the establishment of refreshed and extended governance arrangements	This Committee	
2024 to 2027 Revenue & Capital Budget		Liz Gough/Wil Stewart					

Progress Update on Gateway to Sheffield Levelling Up Fund Programme	The report will provide a progress update on all elements of the Gateway to Sheffield Levelling Up Fund Programme including the Castle Site, S1 Artspace and Harmony Works and decisions required to continue to keep the programme on track.	Tammy Whitaker/Alan Seasman/Jo Calcutt Scott	Decision	The report proposes to build on the engagement with the existing Castlegate Partnership through the establishment of refreshed and extended governance arrangements.	A previous report to TRC set out the public consultation process carried out in November 2022.	This committee	
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Meeting 5	11 th December 2023	Time 2pm					
Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> Decision Referral to decision-maker Pre-decision (policy development) Post-decision (service performance/ monitoring) 	(re: decisions) Prior member engagement/ development required (with reference to options in Appendix 1)	(re: decisions) Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	Final decision-maker (& date) <ul style="list-style-type: none"> This Cttee Another Cttee (eg S&R) Full Council Officer 	Internal Deadlines (i.e. funding deadlines, submission deadline etc)
2023/24 Q2 Budget Monitoring		Jane Wilby	Decision			This committee	
Annual Climate Report 2022/23	The Council has committed to work towards net zero as a local authority and city by 2030.	Victoria Penman	Post-decision	Knowledge briefing October 2023 to shape report Written briefing will be provided to other	N/A	N/A	

	This first annual report will provide an update on progress and activity during 2022/23 to inform the Committee and public of the current situation.			committees/political groups before December committee			
AMENDMENT	Update on Local Transport Programme	Tom Finnegan-Smith					
AMENDMENT	CAZ Update – 6month review	Tom Finnegan-Smith					
NEW -	Kelham/Neepsend parking scheme update	Tom Finnegan-Smith	Decision	Briefings were held with Committee and local members on the initial Kelham/Neepsend parking scheme report, with the recommendation to undertake additional engagement with businesses being approved in July 2023. Subsequently, Committee and local members have been kept informed of when and how the additional engagement will	Public engagement has already taken place on the wider Kelham/Neepsend scheme – with the detail outlined in the July 2023 committee report. This report provides details of the further engagement in Neepsend that was a recommendation of the July 2023 report. This has included an online	This committee	

	develop a revised recommendation on how the scheme should progress.			take place. This report provides an opportunity for the Committee to review the recommendations through knowledge briefings and discussion at the meeting itself.	survey and one to one discussions.		
NEW - Local and Neighbourhood Transport Complimentary Programme (LANTCP)/Road Safety Fund programme: 23/24 update.	<p>The report updates on delivery of the slippage within the 2022/2023 Local and Neighbourhood Transport Complimentary (formerly known as the Local Transport Plan) and Road Safety Fund capital programmes, as well as the 2023/24 programme approved by committee on 16th March 2023.</p> <p>It also seeks approval to proceed with taking variations within the programme through the</p>	Tom Finnegan-Smith	Decision	<p>The initial LaNTP programme was developed in consultation with the Committee. This report provides an opportunity for the Committee to review through knowledge briefings and discussion at the meeting itself.</p> <p>All individual projects within the overall Programme are developed in consultation with Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups, transport</p>	This will be part of taking forward the individual projects within the overall Programme.	This committee	

	Councils capital approval process.			operators and disability groups have (and will continue to) take place.			
AMENDMENT The Sheffield Transport Strategy Interim Update	The Sheffield Transport Strategy was produced in 2018 and adopted in March 2019. It is considered timely that a refresh of the strategy is undertaken to ensure that the implications of changes over the last 4yrs are reflected. These particularly relate to: the declared Climate Emergency and ambition for Net Zero by 2030; the outcome of the Integrated Rail Plan and HS2; post Covid-19 changes; the current Local Plan.	Tom Finnegan-Smith	Update			This Committee March 2024	

Meeting 6	14th February 2024	Time 2pm					
Topic	Description	Lead Officer/s	Type of item • <i>Decision</i>	<i>(re: decisions)</i> Prior member engagement/	<i>(re: decisions)</i>	Final decision-maker (& date) • This Cttee	Internal Deadlines

			<ul style="list-style-type: none"> Referral to decision-maker Pre-decision (policy development) Post-decision (service performance/ monitoring) 	development required (with reference to options in Appendix 1)	Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	<ul style="list-style-type: none"> Another Cttee (eg S&R) Full Council Officer 	(i.e. funding deadlines, submission deadline etc)

Meeting 7	13 th March 2024	Time 2pm					
Topic	Description	Lead Officer/s	Type of item	(re: decisions) Prior member engagement/ development required (with reference to options in Appendix 1)	(re: decisions) Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	Final decision-maker (& date)	Internal Deadlines (i.e. funding deadlines, submission deadline etc)
2023/24 Q3 Budget monitoring		Jane Wilby	Decision			This committee	
Sheffield Transport Strategy	Report will present the refreshed Sheffield Transport Strategy for adoption.	Tom Finnegan-Smith	Decision	Knowledge briefings for Committee will be undertaken with group briefings provided where required	There will be public engagement on the strategy with an opportunity for people to give their views at an early stage of the process.	This committee	
NEW – Decarbonisation Routemap: Energy, Generation and Storage	This report will bring forward the Energy, Generation	Kathryn Warrington	Strategy/Policy Development	During the development of the way we	A city wide climate event was held in	This committee	

	and Storage routemap for action until 2026.			travel and our Council routemaps, a Member Task and Finish Group was established which guided and supported the scope and development of the initial tranche of routemaps. Further written and verbal briefings will be provided to TRCPC Members throughout the drafting of the routemap.	November 2022, the findings from the energy breakout session will be used to inform the drafting of this routemap. Key public and private stakeholders have been engaged with some elements that will be informing the routemap. Projects and programmes that are included in the routemap will be subject to further public participation and engagement.		
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Items which the committee have agreed to add to an agenda, but for which no date is yet set.

Topic	Description	Lead Officer/s	Type of item • <i>Decision</i>	<i>(re: decisions)</i>	<i>(re: decisions)</i>	Final decision-maker (& date)	Internal Deadlines
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			<ul style="list-style-type: none"> • <i>Referral to decision-maker</i> • <i>Pre-decision (policy development)</i> • <i>Post-decision (service performance/ monitoring)</i> 	Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	<ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer 	<i>(i.e. funding deadlines, submission deadline etc)</i>
Crookes Valley Rd/Harcourt Rd/Oxford St Local Safety Scheme.							
Barnsley Rd at Herries Rd/Owler Ln Local Safety Scheme.							
A625 Ecclesall Road Road Safety Project.							

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

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

All agenda items will anyway be supported by the following:

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

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

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

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

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

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

Appendix 3 – Public engagement and participation toolkit

Public Engagement Toolkit

On 23 March 2022 Full Council agreed the following:

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

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

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

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

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

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

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



Report to Policy Committee

Author of Report: Alan Seasman, Service Manager City Regeneration and Major Projects

Email: Alan.Seasman@sheffield.gov.uk

Report of: *Kate Martin, Executive Director City Futures*
Report to: *Transport Regeneration and Climate Change*
Date of Decision: *15th November 2023*
Subject: *Attercliffe - Levelling Up Fund – 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? 2433				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below: -				

Purpose of Report:

This report provides a progress update on the successful Round 1 Levelling Up Fund bid for Attercliffe

Recommendations:

The Transport, Regeneration and Climate committee is recommended to:

- a) **Note the progress made on the Attercliffe LUF project**

Background Papers:

TRC Report, 24th November 2022, Levelling Up Fund – Update

Lead Officer to complete: -	
1	<p>I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.</p> <p>Finance: <i>Damian Watkinson</i></p> <p>Legal: <i>David Sellars</i></p> <p>Equalities & Consultation: <i>Ed Sexton</i>(</p> <p>Climate: <i>Alan Seasman</i></p>
	<p><i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i></p>
2	<p>SLB member who approved submission: <i>Kate Martin, Executive Director City Futures</i></p>
3	<p>Committee Chair consulted: <i>Ben Miskell Chair of Transport Regeneration and Climate Change</i></p>
4	<p>I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.</p> <p>Lead Officer Name: <i>Alan Seasman</i></p> <p>Job Title: <i>Service Manager City Regeneration and Major Projects</i></p> <p>Date: <i>15th November 2023</i></p>

1. PROPOSAL

1.1 Background to Levelling Up Fund

1.1.1 A previous report to TRC committee in November 2022 provided the full background to the Levelling Up Fund and a summary of Attercliffe Bid.

1.1.2 Key dates relating to the award of the fund and progress since last report to TRC include:

- Bid submitted to Government in June 2021;
- October 2021 Levelling Up Fund Bid approved;
- Contracts with Government agreed February 2022
- Planning application for CCHT approved November 2022
- SYMCA Match funding application for CCHT approved February 2023
- Proposed CCHT land transaction approved March 2023
- Adelphi Cinema acquired March 2023
- September 2023 Adelphi Cinema marketed.

This report will provide an update on all the projects covered by the Attercliffe LUF program.

1.2 Summary of Attercliffe LUF Bid

1.2.1 The three projects included in the Attercliffe LUF are:

- The Centre for Child Health Technology (CCHT)
- Connectivity and Movement
- Adelphi Square

1.3 Progress on The Attercliffe LUF Bid

1.3.1 Since the award of LUF funds to the project at the end of February 2022, each element of the project has made differing degrees of progress.

CCHT

1.3.2 Since the last report to TRC Committees some significant milestones have been achieved for the project including gaining planning consent. In addition SYMCA have confirmed match funding of £6m in February 2023 and work since then has concentrated on how to best procure a development partner.

1.3.3 In addition, the Children's Hospital Charity have pledged between £3-4m to help deliver the project. Nevertheless, development capital is still needed and borrowing or cashflow required to make the project work.

- 1.3.4 It was originally intended that delivery would be via Scarborough Group who have an existing development agreement with the City Council for the Sheffield Olympic Legacy Park (SOLP). However, the mix of funding for the scheme secured from public resources has changed the original model of development. At the same time the costs of private borrowing and the attraction of investment to fund the upfront development costs have made the original model less attractive for both the Children's Hospital and Scarborough Group.
- 1.3.5 Consequently, partners have explored options for delivery including cashflowing of the development by the Children's Hospital and LUF funds to reduce the need to borrow privately to avoid the need to add additional finance costs to the overall project cost.
- 1.3.6 These changed circumstances have also changed the original land transaction and become more of a straightforward public procurement project. The Children's Hospital Board has now decided to use a public procurement approach to bring on board and procure a partner. This will require a fresh report to Finance Committee to seek approval to a revised land transaction direct to the Children's Hospital.
- 1.3.7 This will add delay to the project but if it can be completed in a timely manner the detailed design and delivery can still be achieved within LUF timescales. The Children's Hospital intend to get the current design team and scheme drawings novated and then tender the construction through an existing procurement framework.
- 1.3.8 With the original timetable for LUF projects these delays on the CCHT programme and the need for a new procurement route would have been a significant cause for concern, as the LUF project contract required the Council to demonstrate the use and delivery of the Levelling Up Fund funds by March 2024. However, there have been changes by DLUHC to the administration of LUF which means that the slippage in the programme is less of a cause for concern. Many LUF across the country are facing similar challenges due to the current problems within the construction industry. However, the funding for the project is not at risk and we are in dialogue with the Department for Levelling Up, Housing and Communities over the revised timescales.
- 1.3.9 However, recent discussions with central government and agreement to take part in a Place Pilot have resulted in an extension in the timescale for LUF Funds as well as the Future High Streets Fund and the Towns Fund with the end date now moved to March 2026.

Connectivity and Movement

Darnall-Attercliffe-City Centre Connecting Sheffield Scheme

- 1.3.10 LUF funds have been allocated to support the enhancement of the Darnall-Attercliffe-City Centre Connecting Sheffield Scheme. This includes high quality paving on the footway and segregated cycle route along the A6178 Attercliffe Road through the centre of Attercliffe. The design of the

full scheme between the city centre and Attercliffe is underway though has recently been affected by delays. Due to the scale of the scheme it is anticipated that construction will commence in the autumn of 2024, depending upon necessary Sheffield City Council and South Yorkshire Mayoral Combined Authority scheme approvals. However work is underway to assess options to bring forward the completion of the design stage.

1.3.11 The scheme budget consists of the Levelling Up Fund and Transforming Cities Fund. It is anticipated that the Levelling Up Fund will be spent initially and the scheme will be completed with the Transforming Cities Fund.

Car Park Improvements

1.3.12 5 car parks across Attercliffe have been identified for improvements; Baltic Road, Bodmin Street, Kimberley Street, Shortridge Road and Zion Lane. Works to the car parks include resurfacing, vegetation clearance, installation of lighting and barriers and improvements to surrounding public realm including planting. This work should start in December 2023

Cycle Hub

1.3.13 The original LUF bid included a new building to provide a cycle hub for users and visitors to the SOLP, however, the site proposed for this has proven to be too difficult to develop. Negotiations are now progressing with Scarborough Group to acquire lease of a unit within the Community Stadium as an alternative.

Aqueduct Improvements

1.3.14 There are three Phases to Aqueduct Repair Programme. Phase 1 is the repair of the leeks using a Self-Seeking PU Grouting system. This phase of the project will be carried out by the Canal and River Trust and a Grant Agreement is currently being finalised between SCC legal and CRT legal. The work will be carried out through CRT 's contractor framework.

1.3.15 CRT currently preparing the submission of a Listed building Consent Application for the works. CRT's contactors require a 4 week notice period to carry out the works. No other licences are required to work on the structure. The work is not seasonal and doesn't have the same temperature constraints as the Phase 2 works.

1.3.16 All work in this phase to be carried out by our PFI Partners Amey. This includes lighting design for pedestrian routes within the arches currently, painting of metal railings onto highways, erection of scaffolding to survey the pointing required and obtain a more exact costing and to enable access to removal of vegetation. This will require a Traffic Regulation Order and a more exact date for the work will be known once this is finalised.

1.3.17 As the aqueduct is a stone-built protected Heritage Asset Grade II the repointing specification for Lime pointing requires specialist operatives

within the Amey team that have the required experience. The repointing is seasonally dependent due to frost risk and is unable to commence until the likelihood of frost is minimised (post March).

- 1.3.18 Phase 3 is the introduction of signage and Heritage Interpretation Boards. Options for these are still under consideration and will also require a further grant agreement with CRT.

Innovation Centre Preparatory Works

- 1.3.19 LUF Funds are being used to deal with ground conditions and other site issues for the site intended for the creation of a new Innovation Centre by Scarborough Group as part of the SOLP.

- 1.3.20 Self-seeded vegetation has been removed to enable the Topographical and Utilities surveys to be carried out. Ground Intrusive Surveys (Geotechnical and contaminated land) element of the surveys require 5 days on site and their commencement is being programmed around scheduled events around the site. Once these surveys are completed there is a 4-week lab interpretation period.

- 1.3.21 Options appraisals and submission of a planning application for the remedial works is now anticipated for January 2024.

Tram Stops

- 1.3.22 Tramstop improvements to both Attercliffe and Arena stops are being delivered through South Yorkshire Mayoral Combined Authority. A grant agreement is in place and funding has been passed to the delivery team. The works have been instructed and are expected to start on site by January 2024. Works will include removal of old shelters and any associated infrastructure, installation of new shelters and information boards, removal of any debris and vegetation and cleaning and repainting of fences and platforms. A request has also been made to amend the name of the Arena tram stop to 'Arena for Olympic Legacy Park.

Adelphi Square

- 1.3.23 Purchase of the Adelphi Cinema was completed on 1st March 2023. A programme of further surveys and work was drawn up and the removal of asbestos from the building was completed in August 2023.

- 1.3.24 Marketing particulars have been prepared and expressions of interest from organisations to lease and operate the building have been issued, with a number of viewings taking place over recent weeks and interest shown by 16 different organisations.

- 1.3.25 The deadline for Expressions of Interest is 8th December 2023. Next steps will be to assess the Expressions of Interest and draw up the plans for remedial work to the building. If a suitable tenant/tenants can be found through the marketing process, further work to the building will be

completed to bring it back in to use in line with the operational needs of the intended occupier.

1.4. Changes to Governance arrangements

1.4.1. To support the wider regeneration of Attercliffe, along with delivery of the Levelling Up projects, a new board has been established, The Attercliffe Area Board. The board is chaired by the local MP, Clive Betts, and membership includes representatives from local businesses, Councillors, partners and groups and is supported by Council Officers.

1.4.2. The groups primary focus is to be a collaborative forum that will coordinate and develop the shared vision for the Attercliffe Area to allow more informed decisions by its members. The role of the board will be to influence, promote and contribute to the development of plans and proposals for the future of the Attercliffe Area.

2 HOW DOES THIS DECISION CONTRIBUTE?

2.1 The information in the report ensures that the Council meets its obligations in delivering the required outputs for the Attercliffe Levelling Up Fund bid.

3 HAS THERE BEEN ANY CONSULTATION

3.1 To inform the development of the project, consultations with Attercliffe stakeholders, the Local MP, and the LAC were used in the preparation of the bid. Since then, regular contact with these stakeholders has been maintained and improved through the creation of the new Board, that will oversee both this programme and wider activity in the Attercliffe area.

3.2 The planning application submitted for CCHT was also available for public comment.

4 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 An Equalities Impact Assessment has been undertaken for the changes proposed in the recommendations.

4.1.2 The initial assessment has determined that this proposal should have a positive impact on Attercliffe and the wider Sheffield City Region, including currently under-served communities by creating a stronger sense of place and community; increasing wider investment opportunities; improving the wider area and creating the conditions for greater job, retail and commercial opportunities to meet diverse community needs.

4.2 Financial and Commercial Implications

- 4.2.1 The costs to Sheffield City Council of the recommendations in this report are funded entirely from the Levelling Up Fund allocation of £17.042m received from Central Government. Of this amount SCC expend £7.44m directly, with the remainder passported to 3rd parties which will allow them to secure up to £14.5m of match funding in order to deliver the outputs required.
- 4.2.2 Longer term associated revenue costs have been considered and relate only to the Connecting Sheffield element of the scheme where a commuted sum will be required under the Streets ahead contract, this will form part of the Transforming Cities programme and the improved Car Parks which have been built into the business planning process.

4.3 Legal Implications

- 4.3.1 There are no legal implications of the recommendations in the report.

4.4 Climate Implications

- 4.4.1. Considerations of climate implications and an initial Climate Impact Assessment has been undertaken as appropriate for the progress update for the Levelling Up Fund bids and specifically in relation to the recommendations of this report.
- 4.4.2. The initial Climate Impact Assessment has determined that these projects should have an overall neutral/positive impact on the climate. The projects in general aim to improve the public realm in specific areas and the use of existing buildings; encourage active travel and minimise public transport use; and limit the demand of energy. All projects aim to benefit the Zero Carbon 2030 City Target.
- 4.4.3. Endorsing the recommendations stated in this report should help to improve a sustainable and inclusive economy in Attercliffe and the wider Sheffield City Region.

4.5 Other Implications

- 4.5.1 None

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Do nothing Not changing the procurement route for the CCHT would mean that the project couldn't be delivered. Not changing the governance arrangements would not improve coordination and involvement.
- 5.2 Do More To do more would require an increase in funding. This is not currently required to deliver the required LUF outputs

5.3 Chosen Option The options in the report represent the best way of delivering the contracted LUF outputs.

6 REASONS FOR THE RECOMMENDATIONS

a) Note the progress made on the Attercliffe LUF project

To ensure that the latest information is available and to provide an update on progress with the report.

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Report to Policy Committee

Author of Report: Alan Seasman, Service Manager City Regeneration and Major Projects

Email: Alan.Seasman@sheffield.gov.uk

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

Report to: *Transport Regeneration and Climate Change*

Date of Decision: *15th November 2023*

Subject: *The Gateway to Sheffield - Levelling Up Fund – 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? (2424)				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below: -				

Purpose of Report:

This report provides a progress update on the Round 1 Levelling Up Fund bid for The Gateway to Sheffield

Recommendations:

The Transport, Regeneration and Climate committee is recommended to:

- a) Note the progress made on the Gateway to Sheffield LUF project.
- b) Notes that an application will be made to SYMCA to secure Gainshare funding to deliver the full LUF programme as originally proposed.
- c) Approves the revised Governance arrangements.

Background Papers:

TRC Report, 24th November 2022, Levelling Up Fund – Update

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: <i>Damian Watkinson</i>
		Legal: <i>David Sellars</i>
		Equalities & Consultation: Ed Sexton
		Climate: Alan Seasman
<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:	<i>Kate Martin, Executive Director City Futures</i>
3	Committee Chair consulted:	<i>Ben Miskell Chair of Transport Regeneration and Climate Change</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Alan Seasman</i>	Job Title: <i>Service Manager City Regeneration and Major Projects</i>
	Date: <i>15th November 2023</i>	

1. PROPOSAL

1.1 Background to Levelling Up Fund

1.1.1 A previous report to TRC committee in November 2022 provided the full background to the Levelling Up Fund and a summary of the Gateway to Sheffield LUF Bid.

1.1.2 Key dates relating to the award of the fund include:

- Bid submitted to Government in June 2021;
- October 2021 Levelling Up Fund Bid approved;
- November 2021 to November 2022: Public Consultation Programme and Co-Production. Preparation of the planning application submission;
- Contracts with Government agreed February 2022

This report will provide an update on this timetable.

1.2 Summary of The Gateway to Sheffield LUF Bid

1.2.1 The three projects included in the Castlegate LUF are:

- The Castle site (previously the Castle Market area of the city)
- S1 Art Space
- Harmony Works

1.2.2 The Castle site is the centrepiece, the aim being to re-establish Castlegate as a vital part of the city centre. The site was previously occupied by the indoor Castle Market before it was demolished and has significant archaeological importance, as the remains of Sheffield's medieval castle still reside here.

1.2.3 The River Sheaf, large parts of which are currently covered over, are planned to be exposed or 'de-culverted' for the community to enjoy, and complemented by a new, green public space. This is the culmination of a 'grey to green' process that is transforming a derelict space into one of Sheffield's most exciting neighbourhoods, promoting the economic regeneration of Castlegate quarter and providing the setting for future investment.

1.3 Progress on The Gateway to Sheffield LUF Bid

1.4.1. Since the award of LUF funds to the project at the end of February 2022, each element of the project has made differing degrees of progress.

Castle Site and Development Plots

- 1.4.2. In May 2023 a full planning application for the development of the Castle site has been approved and work commenced on procuring a contractor to undertake the works
- 1.4.3. Procurement has been undertaken using a two-stage process with the first stage covering the preliminary works and the preparation of the site. Stage 2 of the procurement process will firm up the actual costs through detailed design and may therefore result in some variability up or down in the tender price.
- 1.4.4. Although in two stages, both stages are procured at once and there must be sufficient certainty that both stage 1 and stage 2 are affordable within the envelope of available funds.
- 1.4.5. What is clear is that the full design for the Castle Site requires additional funds beyond those available in the Levelling Up Fund Programme in order to deliver the ambitions for the site. Without additional funds hard choices would be needed on which elements of the design should be delayed to a future date. The procurement process has also taken longer than expected as respondents needed more time to provide a response. Even with an extended time to respond only one realistic bid was received. This isn't however particularly unusual in the current construction climate.
- 1.4.6. Therefore, an application to SYMCA to use Gainshare funding has been/made to bridge the gap and ensure the full scheme can be delivered. It is anticipated that sufficient gainshare funding can be secured to provide the certainty of a suitable funding envelope to progress the appointment of a contractor. There is sufficient budget approval to award Phase 1 of the works. When full costs for stage 2 are confirmed an increase in budget will be brought forward for Finance Committee approval.
- 1.4.7. A strategic business case has been submitted to SYMCA for this and other projects seeking gainshare funding and is going through SYMCA approval processes. This will provide the certainty required to complete the appointment of the selected contractor.
- 1.4.8. Further detail of the ask from Gainshare will then be developed through the preparation of an outline and full business case informed by the involvement of the contractor in the final design of the works.
- 1.4.9. Whilst it was originally anticipated that the selection of a contractor would be complete earlier in the year, discussions on costs, funding and viability means that a contractor could not be selected through the procurement process until October. This has resulted in a delay to the programme which will not now start on site, until January 2024

1.4.10. Whilst this is disappointing, there have been changes by DLUHC to the administration of LUF which means that the slippage in the programme is less of a cause for concern. Many LUF across the country are facing similar challenges due to the current problems within the construction industry. The project has impacted by rising construction costs and inflation. However, the funding for the project is not at risk and we are in dialogue with the Department for Levelling Up, Housing and Communities over the revised timescales.

S1 Artspace

1.4.11. Since the last report to TRC, S1 Artspace has left its premises at Park Hill and will now be based in Sheffield Hallam University's 'White Building' (Lab4Living) on Fitzalan Square.

1.4.12. The proposed project at Park Hill has proven to be undeliverable due to a number of external factors including increased costs of site acquisition, changes in the funding landscape, cost price inflation. However, the ambition and demand for a gallery, artist studios and associated facilities for S1 Artspace has not diminished, and the benefits of the project coming to fruition are still considerable for the city and the arts sector.

1.4.13. The team at S1 Artspace have been exploring options for a new location for the gallery and studios, they now have a preferred option, that has the floor space to deliver the LUF outputs, and are looking to purchase the building. The building is currently on the market and they would like to make an offer so they can progress with delivery of the scheme.

1.4.14. It is therefore proposed that a grant agreement is progressed to allow S1 to draw down funds to purchase the building.

1.4.15. The key criteria for an alternative site remain:

- Delivering the LUF outputs
- Provide cost savings
- Be accessible
- Contribute towards the regeneration and cultural offer for Sheffield

1.4.16. In addition, Sheffield Hallam and S1 are currently pursuing a new partnership in this next phase of development and delivery. The project retains its original vision and aims to deliver the required outputs for the LUF programme. That S1 and SHU have established an MOU regarding its partnership.

Harmony Works

1.4.17. The Harmony Works team are making good progress with the work under their £250k Heritage Lottery Fund Development Grant. Further detailed structural surveys have taken place to be able to confirm and help reduce

risks with the structure of Canada House and firm up allowances in the cost plan.

- 1.4.18. The cost plan has been agreed and revised cost plans and risk registers will be submitted to NHLF as part of the delivery stage application..
- 1.4.19. Fundraising is continuing. The NHLF ask is around £4m and an additional bid to the Arts Council is expected to be made in 2024 when the next round of applications open.
- 1.4.20. Consultation on the proposals took place during the Castlegate Festival in September. Further consultation with the Castlegate Partnership is expected to take place in December.
- 1.4.21. As such this progress is sufficient to provide assurance that on confirmation of the match funding being secured, the LUF funding can be released. The LUF money is associated with acquisition of the building and therefore it is anticipated that the funding for this project can be spent within the timescales for the LUF programme. It is expected that following a circa 21 month build programme the building will open in September 2026

1.5. Changes to Governance arrangements

- 1.5.1. To support the wider regeneration of Castlegate, along with delivery of the Levelling Up projects, a new board has been established, The Castlegate Area Board. The board is chaired by the local MP, Paul Blomfield, and membership includes representatives from local businesses, Councillors, partners and groups and is supported by Council Officers. The board does not replace the Castlegate Partnership and its membership includes representatives from the partnership to ensure a collaborative and coordinated approach.
- 1.5.2. The groups primary focus is to be a collaborative forum that will coordinate and develop the shared vision for the Castlegate Area to allow more informed decisions by its members. The role of the board will be to influence, promote and contribute to the development of plans and proposals for the future of the Castlegate Area and its various buildings and sites.

2 HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The information in the report ensures that the Council meets its obligations in delivering the required outputs for the Gateway to Sheffield Levelling Up Fund bid.

3 HAS THERE BEEN ANY CONSULTATION

- 3.1 To inform the development of the project, a series of consultations have been commissioned by Sheffield City Council starting in November 2021 which culminated in a Public Engagement Programme on the Proposed concept design in November 2022.
- 3.2 The planning application submitted was also available for public comment.
- 3.3 In addition, the project has been developed in consultation with the Castlegate Partnership and has included a number of technical groups to discuss and develop the proposals for the Castle site.

4 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 An Equalities Impact Assessment has been undertaken for the changes proposed in the recommendations.
- 4.1.2 The initial assessment has determined that this proposal should have a positive impact on the Castlegate and wider Sheffield City Region, including currently under-served communities by creating a stronger sense of place and community; increasing wider investment opportunities; improving the wider area and creating the conditions for greater job, retail and commercial opportunities to meet diverse community needs.

4.2 Financial and Commercial Implications

- 4.2.1 The current estimated costs of delivering the Levelling Up Fund programme exceed the £20m funding awarded from Central Government. As discussed above a bid is underway to SYMCA for Gainshare funding to bridge this affordability gap estimated to be in the region of £3.5m.
- 4.2.2 The review process for the design of the park will continue to value engineer costs where necessary with a focus on delivering the outputs from the LUF bid to avoid clawback.
- 4.2.3 There will be ongoing revenue costs particularly associated with the maintenance of the public realm elements of the programme. While these are not yet quantifiable they have been identified as a potential pressure in the Business Planning Process.

4.3 Legal Implications

- 4.3.1 There are no legal implications associated with this report.

4.4 Climate Implications

- 4.4.1. Considerations of climate implications and an initial Climate Impact Assessment has been undertaken as appropriate for the progress update

for the Levelling Up Fund bids and specifically in relation to the recommendations of this report.

- 4.4.2. The initial Climate Impact Assessment has determined that these projects should have an overall neutral/positive impact on the climate. The projects in general aim to improve the public realm in specific areas and the use of existing buildings; encourage active travel and minimise public transport use; and limit the demand of energy. All projects aim to benefit the Zero Carbon 2030 City Target.
- 4.4.3. Endorsing the recommendations stated in this report should help to improve a sustainable and inclusive economy.

4.5 Other Implications

- 4.5.1 None

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Do nothing This option would mean not pursuing additional funding to deliver the full Scheme for Castlegate. This has been discounted as the opportunity to secure further funding through Gainshare is available.
- 5.2 Do More. It is not necessary to do more as the chosen option delivers the outputs required
- 5.3 Chosen Option. To deliver the Gateway to Sheffield LUF bid with the support of additional Gainshare Funding

6 REASONS FOR THE RECOMMENDATIONS

- a Note the progress made on the Gateway to Sheffield LUF project.

To ensure that the latest information is available and to provide an update on progress with the report.

- b Notes that an application will be made to SYMCA to secure Gainshare funding to deliver the full LUF programme as originally proposed.

For Information and to support the use of Gainshare to deliver the LUF programme as proposed

- C Approves the revised Governance arrangements.

To support good governance of the project

[Type here]



Report to Policy Committee

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

Tel:

Report of: Kate Martin, Executive Director, City Futures

Report to: Transport, Regeneration and Climate Change
Committee

Date of Decision: 15 November 2023

Subject: **Transport, Regeneration and Climate Change
Committee Budget report: recommendations for
24/25 budget**

Has an Equality Impact Assessment (EIA) been undertaken? Yes No

If YES, what EIA reference number has it been given?
2428, 2430

Has appropriate consultation taken place? Yes No

Has a Climate Impact Assessment (CIA) been undertaken? Yes No

Does the report contain confidential or exempt information? Yes No

“Appendix 2 is not for publication because they contains exempt information under Paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended).”

Purpose of the report:

This report sets out the budget pressures and savings proposals that are the responsibility of the Transport, Regeneration and Climate Change Policy Committee (TRC).

It provides recommendations for savings which will support Sheffield City Council in setting a balanced budget in 2024/25. These recommendations have been subject to consultation with all political parties.

It requests approval for increases of fees and charges included in Appendix 1.

It also outlines challenges for future years.

Recommendations:

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

1. Note the Council's challenging financial position
2. Note the pressures and risks identified in relation to the Transport, Regeneration and Climate Change Policy Committee budget for the 24/25 financial year and commit to work with officers to mitigate these risks where possible.
3. Note the recommended proposals to deliver savings of £300k for the financial year 2024/2025 for submission to the Strategy and Resources Policy Committee.

Approval:

4. Agree the increase in fees and charges based on inflation increase and/or the principle of fair cost recovery

Background Papers:

1. *Appendix 1: schedule of fees and charges*
2. *Appendix 2: closed*

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: Natalia Govorukhina
	Legal: Robert Parkin
	Equalities & Consultation: Ed Sexton
	Climate: William Stewart
	<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 Ben Miskell
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: William Stewart
	Job Title: Director of Investment, Climate Change and Planning
Date: 15/11/2023	

1. PROPOSAL

1.1 Background

An updated medium term financial analysis (MTFA) was presented to Strategy & Resources committee in September. This gave Members an early view of the forecast financial position for the Council for the next 4 years and set the financial constraints within which the budgeting and business planning process will need to work to achieve a balanced budget position over the medium term.

[MTFA & Committee Budget Savings Targets](#)

Over the 4 year period the forecast budget gap for the Council is estimated to be £61m. For 2024/25 the forecast budget gap is £18m and that will need to be bridged by service savings in order to set a balanced budget for 2024/25.

For this committee, the following assumptions had been made for 2024/25 within the MTFA.

Committee Budget Overview

Transport Regeneration & Climate

- Pressures of £0.9m, the most significant of which include the ITA levy increase and pay awards
- Offset by
 - Funding allocated, as per the MTFA, to fund the 2024/5 pay award, £0.3m
 - Assumed uplift by inflation of fees and charges £0.1m
 - Share of remaining available funding as per the MTFA, £0.2m
- This leaves a gap to find of £0.3m

	2023/24	2024/25	2025/26	2026/27	2027/28
	£m	£m	£m	£m	£m
Savings Target		0.3	0.7	0	0.4
Net Revenue Budget	25.4	25.9	26.1	26.8	27.2

Since the MTFA was presented, the following changes to pressures/ assumptions have been made:

The assumed uplift of 0.1m by inflation of fees and charges is not currently a deliverable target based on application activity levels. Note that fee increases will still be applied – on the basis non statutory services should not be subsidised – but current activity levels do not support increasing the overall income target.

The longer term outlook for the Committee budget is as follows:

TRC committee will continue to need to find an additional £500,000 a year, every year, to meet SCC's obligation to contribute to the ITA transport levy. This is the contribution SCC makes to SYMCA to fund regional transport. The recent turbulence in the economic picture for the UK means that a number of sources of income (e.g. planning fees, building control fees, transport fees) are less stable than in previous years. This means that there is a likelihood that additional savings will need to be found in futures years.

There is a necessity for SCC to discharge its statutory and non-statutory duties and a stable workforce with sufficient capacity to deliver is essential. Officers will continue to

	<p>look at ways to secure a sustainable financial base for our services through full cost recovery and income generation where permitted. However, some services within TRC's remit cannot charge or cost recover and we must work to ensure sufficient revenue remains available to deliver these important outputs.</p>
<p>1.2</p>	<p>TRC services context</p> <p>This report includes an overview of the pressures and risks in relation to the Transport, Regeneration and Climate Change Policy Committee's budget and identifies a set of actions within a Budget Action Plan to meet these pressures and mitigate financial risks, as far as is possible.</p> <p>The services and activities that sit as the responsibility of this Committee are a mixture of statutory and non-statutory provision. Statutory services include most areas of the planning service, flood risk mitigation and various transport services. Many of the service areas that fall under the responsibility of TRC committee are 'traded'; i.e., officers are required to recover external (and in some cases internal) income to pay for the costs of staff and projects. Over half of the committee's costs are recovered through income generation.</p> <p>Non-statutory functions include: climate change, regeneration, transport projects, road safety and planning advisory services. Although non-statutory these services help to deliver SCC's core corporate objectives, support economic activity in the city and help the council address the challenges linked to the ongoing climate emergency.</p> <p>Over half of TRC committee's costs come in the form of levies and precepts, paid to the South Yorkshire Mayoral Combined Authority. These contributions are corporate obligations and are set through formulae based on population data in the South Yorkshire region. It should be noted holding this pressure within the TRC budget represents a risk to the future of non-statutory services.</p> <p>As SCC further develops the strategies, policies and programmes necessary to deliver the homes, jobs and infrastructure that Sheffield needs, it is hoped that this will provide the necessary stability to attract additional investment, further public sector funding packages (including those that may arrive as part of the next Devolution Deal) and an increase in the authority's ability to generate revenue.</p>

1.4 BUDGET ACTION PLAN – Recommendation to off-set pressures for Transport, Regeneration and Climate Change Committee 24/25.

The Committee is asked to note these recommendations for the Transport, Regeneration and Climate Change budget for 24/25. These recommendations will then be further considered by the Strategy and Resources Committee in December as part of the overall Council budget setting process for 24/25. It should be noted that this Committee will continue to work to identify additional savings where it is possible.

The recommendations for 2024-25 are:

Name	Description	Estimated Saving / Mitigation	EIA rating	CIA rating
1.Surplus revenue Surplus revenue from road traffic schemes	Road traffic schemes such as bus gates have been introduced to increase public transport priority, to ease congestion and support faster journey times. Any surplus revenue remaining after deduction of operations costs has to go towards funding measures to improve public transport or other highway associated improvements. It is appropriate to use this to offset the £500k ITA Levy pressure.	300k mitigation (one off)	Neutral	Neutral
	Total	£ 300k		

£300k is a one-off saving, therefore a permanent saving of £300k will be required for 2025-26, in addition to 2025-26 ITA Levy increase of £500k.

1.4.1 Surplus revenue from road traffic schemes

Road traffic schemes such as bus gate enforcement have been introduced to increase public transport priority, to ease congestion and support faster journey times. Any surplus remaining after deduction of operational costs has to go towards funding measures to improve public transport or other highway associated improvements.

Using the surplus to directly cover the increased costs of the ITA Levy is therefore a valid use.

If we were not able to use this surplus, the only means of meeting our budget pressure in 2024/2025 would be a reduction in service provision. The committee is recommended to 1. note this proposal for 2024/25 and 2. commit to working with officers and other committees to develop longer terms plans for the governance of transport schemes, to ensure surplus is spent in line with permitted criteria and aligned to transport objectives.

1.4.2 Increasing service and permit fees

	<p>Officers have worked with finance colleagues to determine where there is potential to increase fees and permit charges across service areas to bring charges in line with other core cities and to reflect inflationary pressures and/or adhere to the principles of cost recovery. Finance colleagues indicate inflationary increase will be 6.7% (in line with September 2023's CPI) across traded services.</p> <p>Where we work in partnership with Amey and charge a fee which is inclusive of an element of their work e.g. painting requested H-markings, we will ensure an uplift of their fee to recover full costs. This fee uplift will not be known until early 2024 but is linked to inflation.</p> <p>For a small number of services, e.g. building control, we provide work on an hourly rate to external organisations such as the Building Safety Regulator. The committee is recommended to grant approval to uplift such hourly rates charged to external partners on a cost recovery basis.</p> <p>It should be noted that a significant proportion of TRC income is dependent on market activity and in some sectors, this is becoming increasingly uncertain. Uplifts took place in 2023 from 1 April 2023 and we would look to implement again from 1 April 2024. Additional income would be generated by a small uplift on a large volume of applications. It is right that we seek to cost recover fully, so as not to subsidise non statutory services. However, activity levels do not currently support increasing income targets.</p> <p>See appendix one for details.</p>
1.5	<p>Budget challenges 2025-2027</p> <p>Longer term, the committee should note that there will continue to be challenging budgetary environment in the years ahead. The cumulative impact of the ITA Levy sitting within the TRC budget could, if not mitigated, erode the provision of non-statutory services.</p>
1.5.1	<p>CAZ income pressure and MCA levies – TRC committee has no control over how levies to the MCA are structured. It is recommended that an appropriate contingency sum be associated with higher risk pressures such as the CAZ income in order that SCC is able to manage risk more effectively.</p> <p>ITS – Highways IT systems – systems which support highways network management require investment to keep pace with developments, demands and opportunities. Early work is commencing to understand how this investment might be covered.</p> <p>Public rights of way condition / flood damage There are approximately 45 PROW path surfaces currently considered to be 'Out Of Repair' in Sheffield and no budget to repair them. These issues have been exacerbated by recent flooding and require a survey as first step in understanding the extent of the damage.</p> <p>Transport planning – more revenue is needed for strategy development and pipeline work.</p> <p>Climate change team – as the challenge and urgency around the need to address the climate emergency grows, the team resource will need to be reviewed. The current Climate Change and Sustainability team in Sheffield is small in comparison to other similar sized core cities.</p> <p>Surplus revenue from road traffic schemes – this is an opportunity but expenditure needs to align with the city's strategic transport aims and allocation of funds will need a review of appropriate governance structures.</p>

	<p>Income generation – As mentioned earlier in this report, the majority of activity carried out by officers where budgets are held in TRC committee is progressed through a traded model (income is generated to offset costs). As part of a longer-term review of budget pressures across the directorate, senior officers will work with finance colleagues to further optimise income recovery opportunities and review how costs associated with delivery of services are accounted for. This may lead to further opportunities for budget savings in the financial year 25/26.</p> <p>Planning budgets and resourcing over a 4-year council improvement journey – In order to be in the strongest position to deliver the project and programmes needed to support economic growth in Sheffield, SCC needs to maintain appropriate staff resource infrastructure to match the ambition shown in the Delivery Plan, emerging Corporate Plan, Local Plan, the council’s pledges around Net Zero and its response to the climate emergency. Budget savings in 24/25 must be reviewed alongside of a longer-term budget stabilisation exercise, so that the authority is able to respond to investment opportunities brought about by projects like Heart of the City II, the City Centre Vision, City Goals and new Local Plan.</p> <p>Maximising external funding opportunities – officers will continue to explore opportunities to secure external funding, from both regional and national sources. Positively, funding continues to be secured from the MCA, and we are actively engaged on the Devolution Deal from 2025. Officers will continue to work with Homes England colleagues to promote Sheffield as a city open and ready for investment, building on the work already done to secure accelerator pilot status.</p> <p>Communication and engagement - it is imperative that a robust and clear communications and engagement strategy is developed in tandem with service-based policies, projects and programmes. A core central narrative will assist in supporting TRC to deliver against its objectives and provide clarity of direction to Sheffield’s residents, businesses and partner institutions.</p> <p>Projects delivered without a clear narrative on corporate and city objectives run the risk of being argued on local merit only, without the benefits that a strategic approach can bring. A Growth Plan to help the council strongly articulate our position, ambition and potential is in development.</p>
2.	HOW DOES THIS DECISION CONTRIBUTE ?
2.1	The proposed Budget Action Plan will deliver a saving of £300K towards delivering a balanced budget for the Council for 24/25. This meets the required committee pressure this year, but it must be noted this is via a one off contribution.
2.2	The recommendations in this report will also ensure that the Committee has a robust Budget Action Plan for 2024/25.
2.3	Climate and equalities considerations addressed under relevant sections 4.1 and 4.4
3.	HAS THERE BEEN ANY CONSULTATION?
3.1	While none of the elements within this report require statutory consultation, they are being proposed following discussion and development as part of joint work with the full Transport, Regeneration and Climate Change Committee.

	The proposals being recommended for Transport, Regeneration and Climate Change Committee endorsement as those which have political backing from all parties.
4.	RISK ANALYSIS AND IMPLICATIONS OF THE DECISION
4.1	<u>Equality Implications</u>
4.1.1	Equality Impact Assessments have been completed for all of the budget proposals and informed the consultation process.
4.2	<u>Financial and Commercial Implications</u>
4.2.1	Each Committee is required to deliver savings against Committee pressures for 2024/25, which requires them to find mitigations for any Service pressures over above 2023/24 budget. The purpose of this is to allow the Council to achieve a balanced position for 2024/25 by the time the Strategy and Resources meets in December 2023.
4.2.2	The pressures and savings proposals to address this are set out in this paper. All Committees savings proposals will be considered by the Strategy & Resources Committee before final sign off to ensure a balance 2024/25 budget for the Council as a whole.
4.3	<u>Legal Implications</u>
4.3.1	By the law the Council must set and deliver a balanced budget, which is a financial plan based on sound assumptions which shows how income will equal spend over the short- and medium-term. This can take into account deliverable cost savings and/or local income growth strategies as well as useable reserves. However, a budget will not be balanced where it reduces reserves to unacceptably low levels and regard must be had to any report of the Chief Finance Officer on the required level of reserves under section 25 of the Local Government Act 2003, which sets obligations of adequacy on controlled reserves. The recommendations in this Report contribute to the process of setting that budget but do not otherwise have any immediate legal implications. In reviewing fees and charges each service has been mindful of legislation specific to its area. Implementation of the specific proposals outlined in this Report may require further decisions in due course, which will need to be made in accordance with the Constitution. It is important to note that in making these decisions, there will have to be full consideration of all the relevant issues such as the Council's legal duties and contractual obligations. However, there are no legal concerns to draw to the attention of the Committee at this time.
4.4	<u>Climate Implications</u>
4.4.1	Sheffield has adopted a Net Zero 2030 City target. While the focus of the proposed actions in this report are on meeting our budget challenges, we have been mindful of climate impact in our decision making. Climate impact assessments have been undertaken for all recommendations.

4.4	<u>Other Implications</u>
	HR
4.4.1	The mitigations and actions proposed in this Budget Action Plan have no impact on staff within 2024/2025.
5.	ALTERNATIVE OPTIONS CONSIDERED
5.1	Do nothing By undertaking none of the proposed actions, TRC committee would not be in a position to contribute to delivering a balanced budget.
5.2	Deliver Balanced Budget With the use of some of the surplus revenue from road traffic schemes, we would be able to deliver a balanced budget.
5.3	Offer greater budget savings by stopping services Make further savings by stopping non statutory services. As above, additional proposals which propose cuts to services have been rejected by Committee.
6.	REASONS FOR RECOMMENDATIONS
6.1	<p>The proposals recommended for endorsement have cross party support following the initial committee consultation.</p> <p>It is critical that services are maintained to further support regeneration in the city and underpin game changing projects like Heart of the City II, Sheffield's Levelling Up city centre pilots, Local Plan development and strategic transport improvements for the city. Added to this, there is a critical need to address Sheffield's commitments around Net Zero and the climate agenda.</p> <p>The use of the surplus income from road traffic schemes to alleviate the pressure of the ITA Levy is a considered choice. The alternative is reduction in service provision.</p> <p>Removal of services and budgets will dramatically reduce the City's ability to bid for and win external funding, which is critical to delivery of political and corporate priorities.</p> <p>The recommended proposals allow the TRC Committee to deliver a balanced budget in response to the Council's budget challenges.</p>

Appendix 1 – schedule of fees and charges proposed to be increased

Activity	Increase	Rationale
Building control fees	6.7% on chargeable services	Application of 6.7% per finance recommendation in line with September 2023's CPI
Increase Skip Permit and Road Space Closure fees	£3 per application for 1 April 2024	Cost recovery
Advisory markings e.g. H lines, disabled bays	Application costs: 6.7% Lining costs: Recovery of Amey charge, this was 12.6% in 2023/24.	Application: 6.7% per finance recommendation in line with September 2023's CPI Lining costs, cost recovery based on recharging Amey contract increases. Service not notified of Amey costs until early 2024.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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