

Transport, Regeneration and Climate Policy Committee

Monday 11 December 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
11 DECEMBER 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 15th November, 2023

(Pages 11 - 16)

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 Thursday, 7th December 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 17 - 32)

Formal Decisions

8. **2023/24 Q2 Budget Monitoring** (Pages 33 - 44)
Report of the Director of Finance and Commercial Services
9. **Annual Climate Report 2022/23** (Pages 45 - 98)
Report of the Executive Director – City Futures
10. **Kelham/Neepsend Parking Review**
Report of the Executive Director – City Futures

Report to follow
11. **Moscar Cross Road - Prohibition of Driving** (Pages 99 - 124)
Report of the Executive Director – City Futures
12. **Clean Air Zone Update – 6 month review**
Report of the Executive Director – City Futures

Report to follow
13. **Local and Neighbourhood Transport Complimentary Programme (LANTCP)/Road Safety Fund programme: 23/24 update.** (Pages 125 - 144)
Report of the Executive Director – City Futures

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Wednesday 14 February 2024 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 15 November 2023

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

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillor Denise Fox.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 It was noted that the appendices to item 10 on the agenda were not available to the public or press because they contained exempt information. If Members wished to discuss the information in the appendices, the Committee would ask the members of the public and press to kindly leave for that part of the meeting and the webcast would be paused.

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 20th September, 2023 were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

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

5.2 The Policy Committee received two questions from members of the public. One member of the public did not attend to ask their question, a written response would be provided.

Question from Roy Morris

SCC has introduced measures to improve air quality in the city centre. Is the council planning to publicise improvements in air quality? Also, is SCC prepared to give a breakdown of charges received and of what will be done with those funds?

The Chair explained that the latest Annual Status Report, containing 2022 data, would be published on the council's website once national government had

completed their review process on the document.

Following UK legislative requirements and process, Air quality concentrations were not assessed in real-time, this had to be based on annual average concentrations using 12-months of data gathered across a full Calendar year.

Air quality is subject to varying external factors such as weather, seasonal travel behaviour and heating use, therefore, air pollution concentrations vary day-by-day year-on-year. This was why it was necessary to gather and assess data over a 12-month period to provide a more accurate picture over an extended period. The Council would be working with Government to review the performance of the Clean Air Zone and the air quality levels across the full 2023 calendar year. This process would commence in Spring 2024 once all data from 2023 was available and it was expected that it would be completed in Summer 2024.

With regard to questions raised about income from the Clean Air Zone; to the end of September 2023, the payments received totalled £3,285,600 and the expenditure incurred in running the scheme and committed costs, such as decommissioning the scheme, equated to £4,258,746.

This meant that there was at that stage no surplus income. However, this may not be the case in the future and that is why Clean Air Investment Plan for Sheffield was necessary, utilising any surplus CAZ income that may be generated, as well as other potential funding streams, in order to implement measures that would help improve air quality in Sheffield.

As a committee, measures like School Streets, that both protect young people on their way to school and encourage active travel should be the priority. As a committee, a discussion regarding plans for any surplus that may be generated was scheduled for the next meeting, the questioner was advised that they would be welcome to attend.

6. MEMBERS' QUESTIONS

6.1 No questions were received from members of the Committee.

7. WORK PROGRAMME

7.1 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.

7.1.1 The Chair noted the referral from the Waste and Streetscene Policy Committee regarding the Christmas Parking Offer. The committee was advised that officers had been exploring options to support people to access the City Centre at this time of the year. Discussions had taken place with South Yorkshire's Mayor, SYMCA, Travelmaster and the bus operators. Officers were continuing to develop an offer and would be making an announcement about it very soon.

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. ATTERCLIFFE LEVELLING UP PROGRAMME UPDATE

- 8.1 The Committee considered a report of the Executive Director of City Futures that provided a progress update on the successful Round 1 Levelling Up Fund bid for Attercliffe.

- 8.1.1 The Service Manager – City Regeneration and Major Projects outlined three projects included in the bid and significant milestones. The committee was informed that an Attercliffe Area Board had been created to provide a collaborative forum for the work.

- 8.1.2 Members raised concerns about the amount of illegal parking in the Attercliffe area and how this may impact on any upgrade work carried out to pavements. Officers agreed to discuss this further and noted that the planned transport improvements should help with this issue.

- 8.1.3 The committee discussed the timescales involved for this key project with regard to the funding deadlines but were assured that the Levelling Up Fund deadlines had been extended. Officers were confident that the scheme would be delivered within the revised timescale.

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

- Note the progress made on the Attercliffe LUF project

8.3 Reasons for Decision

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

8.4 Alternatives Considered and Rejected

8.4.1 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

8.4.2 Do More

To do more would require an increase in funding. This is not currently required to deliver the required LUF output

8.4.3 Chosen Option

The options in the report represent the best way of delivering the contracted LUF outputs

9. PROGRESS UPDATE ON GATEWAY TO SHEFFIELD LEVELLING UP FUND PROGRAMME

9.1 The Committee considered a report of the Executive Director of City Futures providing a progress update on the Round 1 Levelling Up Fund bid for The Gateway to Sheffield.

9.1.1 The Service Manager – City Regeneration and Major Projects summarised the three projects involved in the bid and the changes that had been made to the Governance arrangements including the creation of The Castlegate Area Board.

9.1.2 Members were in agreement that they would like to continue to receive updates on the scheme both in the committee meetings and their informal briefing sessions.

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

- 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.

9.3 Reasons for Decision

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

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

9.3.3 To support good governance of the project.

9.4 Alternatives Considered and Rejected

9.4.1 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.

9.4.2 Do More

It is not necessary to do more as the chosen option delivers the outputs required

9.4.3 Chosen Option

To deliver the Gateway to Sheffield LUF bid with the support of additional Gainshare Funding

10. 2024 TO 2027 REVENUE AND CAPITAL BUDGET

10.1 Members considered a report of the Executive Director City Futures setting out budget pressures and savings proposals that are the responsibility of the Transport, Regeneration and Climate Policy Committee.

10.1.1 The report provided recommendations for savings which would support Sheffield City Council in setting a balanced budget in 2024/25. The recommendations had been subject to consultation with all political parties. The report also requested approval for increases of fees and charges included in Appendix 1.

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

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

10.3 **Reasons for Decision**

10.3.1 The proposals recommended for endorsement have cross party support following the initial committee consultation.

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.

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.

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.

The recommended proposals allow the TRC Committee to deliver a balanced budget in response to the Council's budget challenges

10.4 **Alternatives Considered and Rejected**

10.4.1 **Do nothing**

By undertaking none of the proposed actions, TRC committee would not be in a position to contribute to delivering a balanced budget.

10.4.2 **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.

10.4.3 **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.



Report to Transport, Regeneration and Climate Committee

DATE 11th December 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	
Referred from	
Details	
Comments/ Action Proposed	

3.0 Member engagement, learning and policy development outside of Committee

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

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

Title	Description & Format	Date
Local Plan Overview	Background and future work programme etc. – this will need more than one session.	August/September/October 2023
Regeneration and City Development Overview	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis of specific activities and initiatives e.g. Heart of the City, Castlegate, Attercliffe, West Bar, City Centre Living, Fargate, Future High Street Fund, Stocksbridge Towns Fund Format: Walkabout ideally	TBC
Levelling Up Activity?	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis. 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
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Appendix 1 – Work Programme

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

Item	Proposed Date	Note
NEW – Moscar Cross Road – Prohibition of Driving	11 th December 2023	
AMENDMENT - The Sheffield Transport Strategy Interim Update	TBC	Removed from December 2023 meeting

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

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

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 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 <i>(with reference to options in Appendix 1)</i>	(re: decisions) 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)
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. 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.	Victoria Penman	Post-decision	Knowledge briefing October 2023 to shape report Written briefing will be provided to other committees/political groups before December committee	N/A	N/A	
Kelham/Neepsend parking scheme update	Approval of Kelham/Neepsend parking scheme in July 2023 included	Tom Finnegan-Smith	Decision	Briefings were held with Committee and local members on the initial	Public engagement has already taken place on the	This committee	

	<p>a recommendation to undertake further engagement with businesses in Neepsend to see if there could be changes to the originally proposed Traffic Regulation Order to mitigate the effect of it. The engagement would be used with additional sample parking surveys to develop a revised recommendation on how the scheme should progress.</p>			<p>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 take place. This report provides an opportunity for the Committee to review the recommendations through knowledge briefings and discussion at the meeting itself.</p>	<p>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 survey and one to one discussions.</p>		
<p>Local and Neighbourhood Transport Complimentary Programme (LANTCP)/Road Safety Fund programme: 23/24 update.</p>	<p>The report updates on delivery of the slippage within the 2022/2023 Local and Neighbourhood Transport Complimentary (formerly known as the Local Transport</p>	<p>Tom Finnegan-Smith</p>	<p>Decision</p>	<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</p>	<p>This will be part of taking forward the individual projects within the overall Programme.</p>	<p>This committee</p>	

	<p>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 Councils capital approval process.</p>			<p>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 operators and disability groups have (and will continue to) take place.</p>			
CAZ Update – 6 month review		Tom Finnegan-Smith	Update				
NEW – Moscar Cross Road – Prohibition of Driving	To report receipt of objections to a proposal to introduce a Traffic Regulation Order (TRO) and to seek approval to not accede to the objections and to make the order.	Tom Finnegan-Smith/Jamie Proctor	Decision	The proposed prohibition of motor vehicles except for solo motorcycles Traffic Regulation Order (TRO) on Moscar Cross Road was advertised on 31 st August 2023 Notices with plans and a statement of	Previous onsite meetings were held between public right of way staff, residents and public user group representatives such as the British Horse Society, Peak and	This committee	

				<p>reasons sent via email to the Cabinet Member for Transport and Development, Local Ward Members, Bradfield Parish Council and Statutory Consultees.</p>	<p>Derbyshire Vehicle User Group and Peak District Local Access Forum. The order was advertised on 31st August 2023 by Notice in the local press, street Notices were placed on Moscar Cross Road and consultation letters delivered or emailed to affected properties inviting comment on the proposals.</p> <p>Sheffield Council website has plans of the proposals with ways to comment/ object to proposals.</p>		
Meeting 6	14 th February 2024	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>(i.e. funding deadlines, submission deadline etc)</i>

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Meeting 7	13 th March 2024	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 Q3 Budget monitoring		Jane Wilby	Decision			This committee	
NEW – Decarbonisation Routemap: Energy, Generation and Storage	This report will bring forward the Energy, Generation and Storage routemap for action until 2026.	Kathryn Warrington	Strategy/Policy Development	During the development of the way we 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	A city wide climate event was held in 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	This committee	

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.							
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	

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

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

All agenda items will anyway be supported by the following:

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

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

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

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

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

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

Appendix 3 – Public engagement and participation toolkit

Public Engagement Toolkit

On 23 March 2022 Full Council agreed the following:

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

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

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

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

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

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

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

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Report to Policy Committee

Author/Lead Officer of Report: Philip Gregory,
Director of Finance and Commercial Services

Tel: +44 114 474 1438

Report of: *Philip Gregory, Director of Finance & Commercial Services*

Report to: *Transport, Regeneration & Climate Committee*

Date of Decision: *11th December 2023*

Subject: *2023-24 Q2 Budget Monitoring Report*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
Has appropriate consultation taken place?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>				

Purpose of Report:

This report brings the Committee up to date with the Council's General Fund Revenue outturn position for 2023/24 as at Quarter 2

Recommendations:

The Committee is recommended to:

Note the updated information and management actions on the 2023/24 Revenue Budget Outturn as described in this report.

Background Papers:
[2023/24 Revenue Budget](#)

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: Philip Gregory, <i>Director of Finance and Commercial Services</i>
		Legal: Sarah Bennett, <i>Assistant Director, Legal and Governance</i>
		Equalities & Consultation: Adele Robinson, <i>Equalities and Engagement Manager, Policy, and Performance.</i>
		Climate: n/a
<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>Philip Gregory, Director of Finance and Commercial Services</i>
3	Committee Chair consulted:	<i>Cllr Zahira Naz, Chair of the Finance Committee</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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Philip Gregory</i> <i>Jane Wilby</i>	Job Title: <i>Director of Finance and Commercial Services</i> <i>Head of Accounting</i>
	Date: 30 th November 2023	

1. PROPOSAL

1.1. This report provides an update on the current outturn position for Sheffield City Council's revenue budget for 2023/24.

2023-24 Q2 Financial Position by Directorate

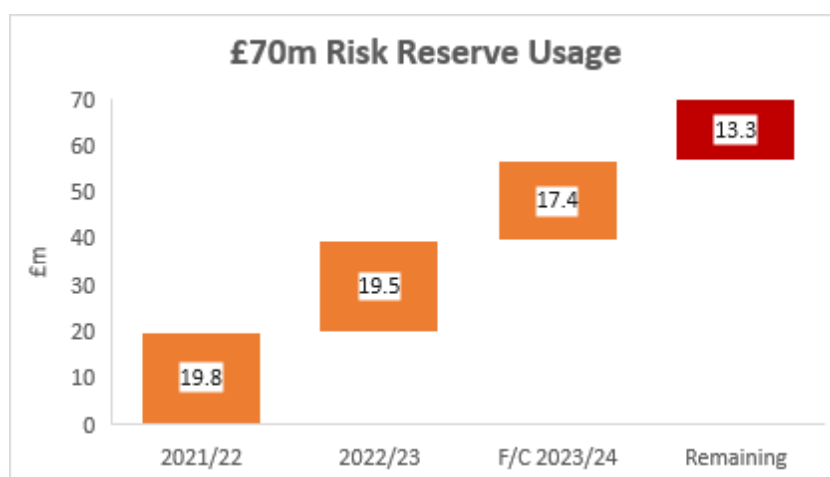
1.2. At the end of the second quarter of 2023-24, the Council's revenue budget shows a forecast overspend of £17.4m. This was a movement of £200k from the previous quarter's outturn position.

Full Year £m	Q2 Outturn	Q2 Budget	Q2 Variance	Q1 Variance	Move- ment
Neighbourhood Services	149.2	145.9	3.3	3.2	0.1
Adults	146.8	143.4	3.4	3.5	(0.1)
Children's	138.9	130.1	8.8	8.7	0.0
City Futures	49.1	48.2	1.0	0.6	0.3
Public Health & Integrated Commissioning	14.2	12.4	1.8	(0.2)	2.0
Strategic Support	14.1	9.7	4.4	4.7	(0.3)
Corporate	(494.9)	(489.7)	(5.2)	(3.0)	(2.2)
Total	17.4	(0.0)	17.4	17.6	(0.2)

1.3. This overspend is due to a combination of factors. Agreed Budget Improvement Plans ("BIPs") are not forecast to fully deliver within the year. There are underlying cost and demand pressures faced by services that are partially offset by one-off items. These "one-offs" consist of grant income, draws from specific reserves or provisions and income from central government or external sources.

Full Year Variance £m	One-off	BIPs	Trend	Total Variance
Neighbourhood Services	(4.0)	2.5	4.8	3.3
Adults	(9.9)	2.7	10.7	3.4
Children's	(3.9)	4.0	8.8	8.8
City Futures	0.5	0.4	0.0	1.0
Public Health & Integrated Commissioning	0.0	0.0	1.8	1.8
Strategic Support	(0.2)	0.0	4.6	4.4
Corporate	0.0	0.0	(5.2)	(5.2)
Total	(17.5)	9.6	25.4	17.4

1.4. In 2021/22, the Council set aside £70m of reserves to manage the financial risks associated with delivering a balanced budget position. Overspends against budgets in 2021/22 and 2022/23 have meant we have drawn almost £40m from this reserve already leaving just over £30m to manage any future budget deficits. If we overspent by £17.4m as this current forecast outturn position suggests, just £13m would be left to mitigate future budget pressures.



1.5. 2023-24 Q2 Financial Position by Committee

1.5.1. The major budget risk areas are in Childrens & Adults Social Care and in Homelessness services:

Full Year £m	Q2 Outturn	Budget	Q2 Variance	Q1 Variance	Move- ment
Adult Health & Social Care	155.4	152.3	3.1	3.2	(0.1)
Communities Parks and Leisure	47.4	46.6	0.8	0.3	0.5
Economic Development & Skills	10.9	10.9	(0.0)	0.1	(0.1)
Education, Children & Families	142.9	132.1	10.9	8.9	2.0
Housing	11.2	8.1	3.2	3.2	(0.0)
Strategy & Resources	(459.4)	(460.0)	0.6	3.1	(2.5)
Transport, Regeneration & Climate	43.1	43.1	(0.0)	(0.4)	0.4
Waste & Street Scene	65.8	66.9	(1.1)	(0.8)	(0.3)
Total	17.4	(0.0)	17.4	17.6	(0.2)

1.5.2. In 22/23, the Council's overspend improved by over £14m from the first quarter's forecasts to final outturn. This was mainly due to additional income received rather than underlying improvements in budgets and cost reductions. A big contributor to this was the Government's £500m discharge fund announced in November 2022.

Many underlying budget issues in social care services still remain and this is reflected in the current forecast position. Following the chancellor's Autumn Statement, our expectation is that no further funding will be available for local government. Services must continue to work hard to deliver within the budgets available and work pro-actively to deliver on the savings we have committed to.

1.5.3. Most of the overspend is due to underlying cost and demand pressures in services. We estimate that £26m is embedded in the baseline costs but is somewhat mitigated by one-off income, this includes the in-year social care grant:

Full Year Variance £m	One- off	BIPs	Trend	Total Variance
Adult Health & Social Care	(9.9)	2.7	10.3	3.1
Communities Parks & Leisure	0.0	0.2	0.6	0.8
Economic Dev & Skills	0.0	0.0	(0.0)	(0.0)
Education, Children & Families	(3.9)	4.0	10.9	10.9
Housing	(1.7)	0.2	4.7	3.2
Strategy & Resources	(2.0)	2.2	0.4	0.6

Transport, Regen & Climate	0.0	0.1	(0.2)	(0.0)
Waste & Street Scene	(0.5)	0.3	(0.9)	(1.1)
Total	(18.0)	9.6	25.9	17.4

1.5.4. Balancing the General Fund 2023/24 budget was only possible because the Council identified £47.7m of savings:

General Fund Budget Improvement Plans (in £m)

Committee	Total Savings	Financial Savings Deliverable in Year	In Year Gap	Financial Savings Deliverable Next Year (Slippage)	Undeliverable Savings
Adult Health & Social Care	31.6	28.9	2.7	3.3	0.6
Comm, Parks & Leisure	2.0	1.9	0.2		0.2
Economic Dev & Skills	0.5	0.5	0.0		0.0
Ed, Children & Families	6.9	2.9	4.0	0.3	3.6
Housing	0.6	0.5	0.2		0.2
Strategy & Resources	4.1	1.9	2.2	2.1	0.2
Transport, Regen & Climate	0.8	0.7	0.1		0.1
Waste & Street Scene	1.1	0.8	0.3		0.3
Grand Total	47.7	38.1	9.6	5.7	3.9
Delivery %		80%		12%	8%

The current forecasts show £9.6m savings plans are undeliverable this year. This represents an in-year delivery rate of 80% against target. A further 12% of targeted savings will be made in 24/25 leaving just 8% undeliverable.

In 22/23, less than 65% of savings targets were delivered. Whilst we are improving upon overall delivery performance, we are still falling short of targets meaning further draws could be required from our financial contingency reserve to meet these overspends if they are not proactively managed and mitigated. Delivering in year budgets must be a key focus for all services for the Council to retain financial sustainability.

1.5.5. Inflation is continuing to fall; from April 2023 CPI at 7.8% to 6.3% in September (month 6). This fall in inflation does not mean that our cost base will now reduce, higher costs are now embedded in baseline expenditure. There is an increased demand for services alongside cost pressures in social care, home to school transport and homelessness services.

1.6. Key Committee Overspends:

1.6.1. **Adult Health and Social Care are forecast to overspend by £3.1m** The high cost of packages of care put in place during covid increased our baseline costs and this carries into 23/24. A huge amount of work has been done as part of an investment plan to tackle the underlying issues. One off funding has mitigated the position this year leaving a £0.5m overspend in the purchasing budgets. Work continues on the package reviews to reduce the baseline costs for the future. Recovery work is underway including establishment of Task & Finish groups and the development of business cases around invest to saves including focus on enablement, day services, reviewing high cost 1 to 1 support and maximising income.

The main area of overspend in the service now sits in staffing budgets. Service improvements in the Short -Term Intervention Team (STIT) are underway to deliver a stable position.

-
- 1.6.2. **Education, Children and Families are forecast to overspend by £10.9m** The key overspends in the service relate to placements with external residential placements a particular issue which are forecast to exceed the previous year's costs by £6.6m. The average placement cost is £5,400 per week but due to a limited number of places in the city, placements for the most complex children can cost a much more. Actions are being taken to ensure that the right costs for placements are being met by all elements including education and where possible health. High-cost placements are also being reviewed.
- The savings proposal for £1.6m to increase fostering placements this year is forecast to not be delivered. Marketing is taking place, but our number of foster carers remains static. Nationally this has been an issue since the pandemic as older foster carers decided to exit the market and there has not been the like for like recruitment to new foster carers.
- Further demand in home to school transport costs are forecast to create a £3m overspend against budgets this year. Whilst not included in the month 6 position, the new school year has increased this overspend with a further 89 children now requiring transportation to school. Sheffield City Council are now supporting over 2,360 children with transportation to school, this has increased by almost 1,000 children in 4 years. An overarching review of this area will commence in 2024.
- Integrated Commissioning budgets are forecast to overspend by £2m in recognition of the unachieved saving from 2022/23 relating to leveraging additional funding from Health partners.
-
- 1.6.3. **Homelessness support in temporary and exempt accommodation is forecast to cost the Council £8.4m** The Government does not fully subsidise all housing benefit payments made by the Council even though it sets the rules that determine the amount the Council has to pay. In 2022/23, the Council incurred a loss of £5.9m as a result of the legislation relating to temporary homelessness and supported accommodation. The Council is essentially bridging the gap between the amount the accommodation costs to procure and the amount we are able to recover via housing benefits.
- In 2023-24, this is forecast to cost the Council £4.9m for temporary accommodation and £3.5m for supported accommodation. The shortfalls are split between the Housing General Fund and Strategy and Resources budgets respectively.
-
- 1.6.4. This current forecast in-year overspend must be urgently managed and mitigated to avoid the risk that the Council has to look to our available financial contingency reserve (£30m) to balance at year end. Maintenance of a prudent level of contingency reserves is critical to ensure stability and sustainability for 2024/25 onwards.

The Budget Implementation Group

- 1.6.5. **A working group has been set up to drive improvements in budget delivery** A senior officer working group has been established to help drive delivery of the budget. The purpose of the Budget Improvement Group (BIG) is to improve the delivery of the Council's annual Revenue Budget (both General Fund and Housing Revenue Account) and in particular the delivery of the Budget Improvement Plans (BIPs). It will look to facilitate Council wide learning. The group is jointly chaired by the Director of Finance and Commercial Services and the Chief Operating Officer. The group has a nominated core member from each Directorate: Adults, Children's, City Futures, Neighbourhoods and Strategic Support Services.
-

Transformation Funding

- 1.6.6. **The Council identified £4m to support transformation activity** As part of 2023-24 budget setting, the Council identified a £4m fund that would be used to support programmes of change in the organisation, expedite the delivery of savings plans or support where delivery of savings has become "stuck". The "BIG" group has provided advice, challenge, and recommendations for allocation of the transformation funding to the Council's Performance and Delivery Board.

In August 2023, the Performance & Delivery board approved bids to support delivery of programmes in Adult Social Care, Housing, Children's services, ICT, HR, and Organisational Strategy to build upon the Future Sheffield programme. These key projects will help stabilise the organisation and bring budgets back to a steady footing for the future. Each programme of work will be monitored, and progress reported to the Council's Performance & Delivery board to ensure activity remains on track. Overall performance will be reported to S&R committee and finance committee as part of in-year budget monitoring, with relevant policy committees overseeing progress on programmes in their areas.

Medium Term Financial Analysis (MTFA)

- 1.6.7. **The MTFA presented to S&R Committee on 7th September detailed committee budget savings targets** The Council is facing a challenging financial position. The Strategy and Resources Committee on 5th September received the Council's Medium-Term Financial analysis, highlighted the financial pressures facing the Council over the coming 4 years and the potential gap of £61.2m in resources. Each Committee was set a target to ensure a balanced budget for 2024/25, which requires them to find mitigations for any service pressures over above the additional resources allocated to them. 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 on 21st December 2023.
-

Timetable to 2024/25 Budget Setting

- 1.6.8.
- Services have been developing solutions to bridge the budget gap for 2024/25 and brought forward proposals recent policy committee meetings.
 - All Policy Committees will make their final decisions in December.
 - Consultation on the existing proposals and overall budget will need to take place.
 - Further budget balancing options will need to be developed.
 - The impact of the Local Government Financial Settlement to be assessed and reported.
 - On December 21st 2023, Strategy and Resources will be asked to make a recommendation on savings to date to Council.
 - On February the 21st 2024, Strategy and Resources will be asked to recommend the full Budget Report to Council
-

23-24 Q2 Committee Budget Outturn Position

1.7. Transport, Regeneration & Climate Committee - balanced

1.7.1.	The Transport, Regeneration & Climate Committee is forecast balance to budget	Full Year £m	Outturn	Budget	Variance
	Streetscene & Regulation (Clean Air Zone)		(0.0)	0.0	(0.0)
	Inclusive Growth & Development (Planning Services; ITA Levy; Transport and Infrastructure)		40.7	40.6	0.0
	Regeneration And Development (Capital Delivery; Property Regeneration)		2.4	2.5	(0.0)
	Total		43.1	43.1	(0.0)

1.7.2.	Underlying income trends contribute to the budget position	Full Year Variance £m	One-off	BIPs	Trend	Total Variance
	Streetscene & Regulation (Clean Air Zone)		0.0	0.0	(0.0)	(0.0)
	Inclusive Growth & Development (Planning Services; ITA Levy; Transport and Infrastructure)		0.0	0.1	(0.1)	0.0
	Regeneration And Development (Capital Delivery; Property Regeneration)		0.0	0.0	(0.0)	(0.0)
	Total		0.0	0.1	(0.1)	(0.0)

Services within the committee are required to deliver £800k of savings this year. Current forecasts show £700k of the BIPs are on target.

The shortfall against target relates to the proposal to increase fees and charges for Building Control services. New methodology for liabilities has been introduced but initially created an adverse movement due to timing, impacting forecast outturn and overall deliverability of BIP target. The activity levels still support original forecast.

1.7.3.	The underspend reflects vacancies and higher Highway Network activity.	Contributory factors in the underspend are vacancies within Planning & Transport and extra income from higher than planned Highway Network Management activity.
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1.7.4.	There are overspends in development control	Planning applications are forecast to fall short of income targets by £553k and building standards £309k this year. If the current income trend continues for the following 2 quarters of the year, there could be additional income risk above reported forecast levels.
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1.7.5.	A breakdown of budgets included in the TRC committee is provided below for further detail on the split between income and expenditure budgets:
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Service	Budget	Outturn - Income	Outturn - Expendi ture	Total Outturn	Total Variance
PRECEPTS AND LEVIES	23.8		23.8	23.8	(0.0)
TRANSPORT & INFRASTRUCTURE	14.0	(6.5)	19.6	13.1	(0.9)
PLANNING SERVICES	2.6	(3.8)	7.3	3.5	0.9
CAPITAL DELIVERY SERVICE	2.0	(6.1)	8.1	2.0	(0.0)
PROPERTY REGENERATION	0.3	(0.9)	1.2	0.3	(0.0)
DIR OF PLANNING INVEST & SUS	0.2	0.0	0.2	0.2	0.0
DIRECTOR OF REGEN AND DEVELOPM	0.1	(0.6)	0.7	0.1	0.0
CARBON REDUCTION			0.0	0.0	0.0
CLEAN AIR ZONE	0.0	(7.0)	7.0	(0.0)	(0.0)
SUSTAINABILITY & INVESTMENT	0.0	0.0	0.0	0.0	0.0
Grand Total	43.1	(24.9)	68.0	43.1	(0.0)

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The recommendations in this report are that the Policy Committee notes their 2023/24 budget forecast position and takes action on overspends.

3. HAS THERE BEEN ANY CONSULTATION?

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

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

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

4.2 Financial and Commercial Implications

- 4.2.1 The primary purpose of this report is to provide Members with information on the City Council's revenue budget monitoring position for 2023/24.

4.3 Legal Implications

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

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

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

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

4.4 Climate Implications

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

4.4 Other Implications

- 4.4.1 No direct implication

5. ALTERNATIVE OPTIONS CONSIDERED

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

6. REASONS FOR RECOMMENDATIONS

- 6.1 To record formally changes to the Revenue Budget.



Report to Policy Committee

Report author: (Victoria Penman, Sustainability Programme Officer)

Tel: 0114 2052495

Report of: *Wil Stewart*

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

Date of Decision: *Monday 11th December 2023*

Subject: *Annual Climate Progress Report 2022/3*

Type of Equality Impact Assessment (EIA) undertaken	Initial <input type="checkbox"/>	Full <input type="checkbox"/>
Insert EIA reference number and attach EIA		
Has appropriate consultation/engagement taken place?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>		

Purpose of Report:

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. It aims to increase transparency and to stimulate further action.

Recommendations:

The Committee is recommended to consider and make comments on the content of the report.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

[10 Point Plan on Climate Action](#)

[Our Council and The Way We Travel Decarbonisation Routemap](#)

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.	Finance: <i>Adrian Hart</i>
		Legal: <i>Louise Bate</i>
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Victoria Penman</i>
	<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</i>
3	Committee Chair consulted:	<i>Cllr Ben Miskell</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>Victoria Penman</i>	Job Title: <i>Sustainability Programme Officer</i>
	Date: 29 th November 2023	

1. SUMMARY

- 1.1 This report provides a summary of Sheffield's first Annual Climate Change Report for 2022/3 which is based on the latest emissions data released by the UK Government's Department for Energy Security and Net Zero (DESNZ) and energy use data collated by Sheffield City Council.
- 1.2 We believe that it is important that we are transparent about the progress that we are making as a city and a local authority towards our climate change targets. In addition, the local authority is a member of the UK100 group of local authorities ambitious to make progress on tackling the climate emergency. One of the requirements of membership is annual reporting on progress.
- 1.3 This first annual report enables Sheffield to track its progress against its zero carbon date of 2030 and carbon budget. The report shows that the city has achieved a total 12% reduction in emissions since the 2017 baseline. Emissions increased by 4% in 2021 from 2020 (the most recent data from DESNZ), but are still 9% lower than 2019. Data from both 2020 and 2021 has been substantially driven by reduced activity during the COVID-19 pandemic lockdowns.
- 1.4 The report shows that the council itself has achieved a total 3% reduction in emissions since the organisation's 2019 baseline, and 1% in 2022 (the most recent data available).
- 1.5 It is clear from the report that to achieve our 2030 target, and to stay within the city's carbon budget, urgent action is needed at a scale not seen before. Sheffield is not unusual amongst local authorities in the position in which we find ourselves, and we are working closely with other leading local authorities to both seek to influence government to make the policy changes needed to escalate our activity, and to explore options for seeking investment.
- 1.6 Finally, the report provides a high-level summary of activity that has been carried out by the council (often in partnership with other local, regional and national organisations) in support of the 10 Point Plan for Climate Action and the thematic areas. Activity is reported across all the seven thematic areas, with particularly high levels of funding being drawn into the city and activity taking place in relation to transport and housing.
- 1.7 The report also draws attention to the socioeconomic, health and wellbeing and other benefits to taking action on climate change. The vast majority of the action that is required to tackle climate change will have benefits beyond reducing carbon emissions, and we are proud that our first net zero in operation homes, currently being built, are part of a scheme for homes for people who have experienced homelessness.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 This report is for information only, but will support action within the local authority and city to make progress towards net zero and to adapt to climate change.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 This report is for information only. No consultation is required.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 A just transition is vitally important as we work towards net zero and to adapt to climate change. This year's report indicates where activity helps to make progress towards achieving social justice.

4.2 Financial and Commercial Implications

- 4.2.1 There are no financial and commercial implications arising directly from this report, however there are financial implications of net zero by 2030 and climate change.

Any proposals that have financial implications for the Council will be brought to a future committee.

4.3 Legal Implications

- 4.3.1 The Climate Change Act 2008 is the basis for the UK's approach to tackling and responding to climate change. It requires that emissions of carbon dioxide and other listed greenhouse gases are reduced and that climate change risks are adapted to. The Act commits the Government to reduce net greenhouse gas emissions by at least 100% of 1990 levels by 2050.

Sheffield's 10 Point Plan on Climate Action sets out the approach the Council will take to support the City's transition to net zero, which will support the Government to achieve the national target.

This report provides an update on progress, and as such there are no legal implications arising directly from this report.

4.4 Climate Implications

- 4.4.1 The report outlines the progress being made and the intention is to stimulate further action to work towards net zero and to adapt to climate change.

4.5 Other Implications

4.5.1 There are no other implications.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Not providing an annual report, or providing a much shorter report, was considered due to the resource required to provide a report with the detail included here.

6. REASONS FOR RECOMMENDATIONS

6.1 It was felt that it was important both to be open and transparent, to outline the extent of progress and activity which is underway and the challenges which the local authority faces in making progress.

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Sheffield City Council Annual climate action report 2022/23



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Introduction

I am pleased to introduce Sheffield City Council's first Annual Climate Progress Report, which outlines the actions that we are taking to tackle the climate emergency.

The climate emergency is arguably the most significant challenge we face globally. The consequences are already affecting us and will have greater impacts in years to come.

In response, the Council declared a climate emergency in February 2019 and, along with many other local authorities, has set a target for the local authority and the city to reduce greenhouse gas emissions to net zero by 2030. These ambitious targets are 20 years ahead of the Government's 2050 target for the UK to reach net zero.

Our target was set in 2019, in the run up to the 26th UN Climate Change Conference of the Parties (COP26), when there was hope that the 2030 target set by many local authorities would influence government to act at pace. Since then, the UK's Committee on Climate Change has published increasingly pessimistic reports of progress towards the government's net zero 2050 target in the UK. There needs to be an urgent step change in approach from government.

Policy, legislation and funding needed has not been delivered at the pace and scale needed. In some areas, funding has been cut drastically and positive interventions, such as the ban on the sale of new diesel and petrol cars from 2030 and the ban on new homes having gas boilers from 2025, have recently been revoked. A lack of clear, consistent national policy and funding for retrofit and solar has also resulted in national skills shortages and supply chain issues.

All of this will make it more difficult for Sheffield and other local authorities who have committed to achieving net zero by 2030, to achieve those targets - in Sheffield, we are seeing this impact on progress towards our net zero target, which is below where we would hope to be by now.

Despite a lack of action nationally, we are making real progress in Sheffield. This includes drawing in millions of pounds of funding to support people to improve the energy efficiency of their homes, particularly people on low incomes and with health conditions affected by cold. We are supporting businesses to reduce their emissions and are improving transport infrastructure to make it easier for people to make healthier travel choices. We are delivering changes that are not only protecting the planet, but saving local people money, improving air quality and health and wellbeing, and supporting our economy to grow and prosper sustainably, long term.

We are proud of the changes that we have achieved, and I would like to thank officers and fellow councillors for the hard work that has taken place behind the scenes. Most of all, I would like to thank citizens and organisations of Sheffield for their determination to join together and help us tackle the climate emergency.

At the same time there is still a lot that Sheffield needs to do, and we are very aware that the scale and pace of progress will need to increase if we are to achieve our ambitions. This ambition must be backed up by support from government and we will continue to make that case. I hope that by outlining our progress and the scale of change needed, we can inspire further action across the city.

**Cllr Ben Miskell, Chair Transport, Regeneration and Climate Policy
Committee**

Context

The human led changes to climate and the existential threat it poses to our society and economy are an accepted fact and, along with the majority of local authorities in the country, Sheffield City Council has declared a climate emergency. We were one of the first local authorities in the country to do so in 2019.

Along with many other local authorities, we have committed to working towards ambitious targets of 2030 for both the local authority itself and the city. Local authorities across the country have a range of targets. Nottingham City Council has a target to be carbon neutral by 2028, many are aiming to achieve net zero by 2030, and there are a variety of targets between 2030 and the legally binding target requiring the UK to achieve net zero emissions by 2050 (there is also a legally binding target for the UK to reduce emissions by 78% by 2035).

National progress towards net zero

The transition to net zero and to adapting to climate change are recognised as being amongst the greatest challenges of our time. There is clear evidence to indicate that the cost of investing in achieving net zero early will be far less costly than delaying or failing to keep global climate increases to a maximum of 1.5 degrees centigrade. However, the up-front investment and socio-economic and political challenges required to make progress at the necessary pace are exceedingly challenging. Governments globally, and local authorities in the UK, are not making the progress that is needed.

The UK Committee on Climate Change reports annually on national progress. [In June 2023, the committee reported](#) that their confidence in the UK meeting interim target has decreased in the last year, and that policy change is too slow. Particular attention was paid to the need to reform planning policy, to develop demand-side and land use policies, as well as to develop a consistent public engagement of individuals to make low carbon choices.

National local authority progress towards net zero

Local authority finance is in crisis nationally and Sheffield, like most other local authorities, is faced with severe challenges. Core funding for Sheffield City Council has reduced by £856 per household or 30% in real terms since 2010 and the Local Government Association estimate that by 2024/25 the real cost of delivering services for local authorities is expected to increase by 29% from 2021¹. This situation, coupled with the limited progress in national policy and investment, alongside the ongoing challenges of Covid, means that all local authorities are struggling to make the progress needed to tackle the climate emergency, both in terms of reducing emissions and planning for the adaptation that will be needed as the climate continues to change.

¹ [Save local services: Council pressures explained | Local Government Association](#)

Sheffield's citywide emissions

City baseline emissions

The '[Pathways to Zero Carbon in Sheffield](#)' report set Sheffield's city baseline emissions at 2,466 ktCO₂e² in 2017. This was based on carbon dioxide (CO₂) data from the UK local authority and regional greenhouse gas emissions national statistics released annually by the Department of Energy Security and Net Zero (DESNZ), and on methane (CH₄) and nitrogen dioxide (N₂O) data from the National Atmospheric Emissions Inventory (NAEI). The NAEI data is based on location of where emissions are emitted, rather than the end user, and therefore while this gave a good picture, it was not consistent with the CO₂ data from DESNZ.

Since then, improvements have been made to DESNZ's UK local authority and regional greenhouse gas emissions national statistics data:

- The 2022 data release of 2020 emissions included CH₄ and N₂O emissions data as well as CO₂, backdated to 2018.
- The latest 2023 data release of 2021 emissions included CO₂e emissions data, backdated to 2005.

The 2023 data release showed Sheffield's 2017 emissions were 2,580 ktCO₂e and this has been taken as the city's baseline. This dataset will be used from here on for the reporting against Sheffield's net zero target.

The chart below shows that the largest contributors to our 2017 emissions baseline are Housing (30%), followed by Industrial and Commercial (24%), and Transport (22%). Waste management contributes 6%, public sector 5%, and agriculture 2%. LULUCF (Land Use, Land Use Change and Forestry) sequesters carbon rather than emits it, reducing the baseline emissions by 1% in 2017.

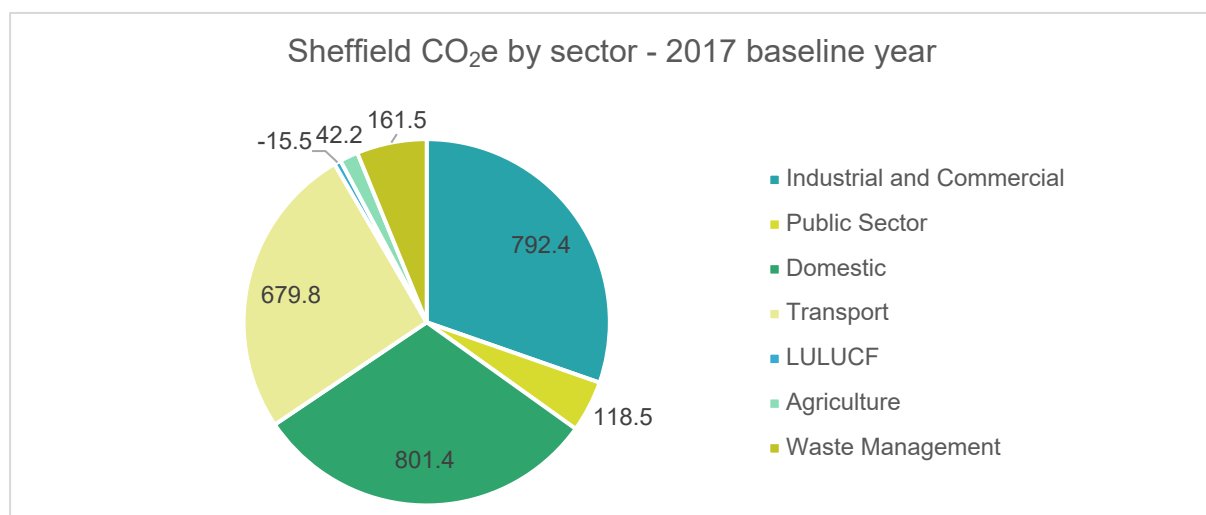


Table: [Local authority and regional area greenhouse gas emissions dataset](#) by sector for baseline year of 2017

² CO₂e = Carbon dioxide equivalent.

Performance summary

Target	80% reduction in carbon emissions by 2030 Remaining 15% of emissions to be accounted for through large-scale renewable energy generation
Target measure	Carbon dioxide equivalent (CO ₂ e)
Baseline year	2017
Baseline emissions	2,580 ktCO ₂ e
Current reporting period	2017-2021
Data source	Local authority and regional area greenhouse gas emissions dataset

The latest 2021 CO₂e emissions data set released by the Department of Energy Security and Net Zero (DESNZ) shows Sheffield:

- produced 2,270 ktCO₂e in 2021.
- increased annual emissions by 89 ktCO₂e (4.09%) since 2020.
- has reduced annual emissions by 310 ktCO₂e (12.03%) since 2017 baseline.
- needs to reduce emissions by a further 68% to reach the 80% reduction that the Pathways to Decarbonisation report suggested might be achievable by 2030 (the remaining 15% of emissions reductions to reach the net zero target of 95% would need to be achieved by the installation of large scale renewables).

Year	Total (ktCO ₂ e)	Annual % change	Baseline % change (cumulative)
2017	2,580	-	-
2018	2,567	-0.51%	-0.51%
2019	2,497	-2.75%	-3.25%
2020	2,181	-12.65%	-15.49%
2021	2,270	+4.09%	-12.03%

Table: [Local authority and regional area greenhouse gas emissions dataset](#) for Sheffield's baseline year of 2017 to 2021, the most recent year for which data is available.

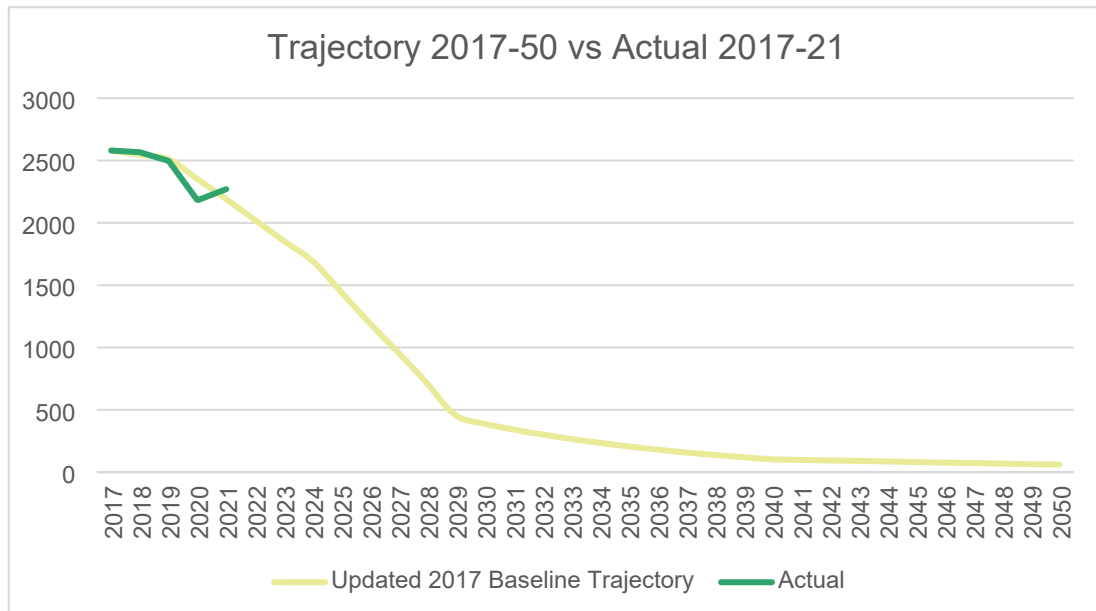
Lockdown measures implemented in response to the COVID-19 pandemic led to a sharp drop in local, national and global carbon emissions due to reductions in travel and other economic activities. Sheffield saw a 12.65% reduction in emissions in 2020 compared to 2019, and while our annual emissions increased again in 2021, they remained lower than pre-covid levels. It is expected that reported levels will increase in 2022.

Future emissions trajectory

ARUP's 'Pathways to Zero Carbon in Sheffield' report provided a high-level trajectory for reducing emissions between 2020 and 2030, by fuel type. This trajectory was based on the original calculation of Sheffield's city baseline emissions, 2,466 ktCO₂e

in 2017, which indicated that emissions might potentially be reduced to 334 ktCO₂e (-85% against baseline) by implementing of their recommended measures and timescales, with the remaining 15% to be achieved by decarbonisation of the grid.

We have updated the trajectory to reflect the updated 2017 baseline to 2,580 ktCO₂e baseline and tracked this against our actual emissions to data.



Graph: Sheffield city emissions trajectory (ARUP [‘Pathways to zero carbon in Sheffield’ report](#)) updated and apportioned, versus actual emissions;([Local authority and regional area greenhouse gas emissions dataset](#)).

Each year that we miss our trajectory emissions increases the annual emission reductions that we need to achieve needed in the following years, and therefore increases the pace and scale of action required over an ever-decreasing period of time.

If we were to aim to reduce emissions by approximately the same amount each year, we would need to reduce emissions (supported by the largescale generation of renewable energy and the sequestration of carbon) by approximately 232 ktCO₂e annually (9% per year against the 2017 baseline) in order to achieve net zero by 2030.

Reductions by sector

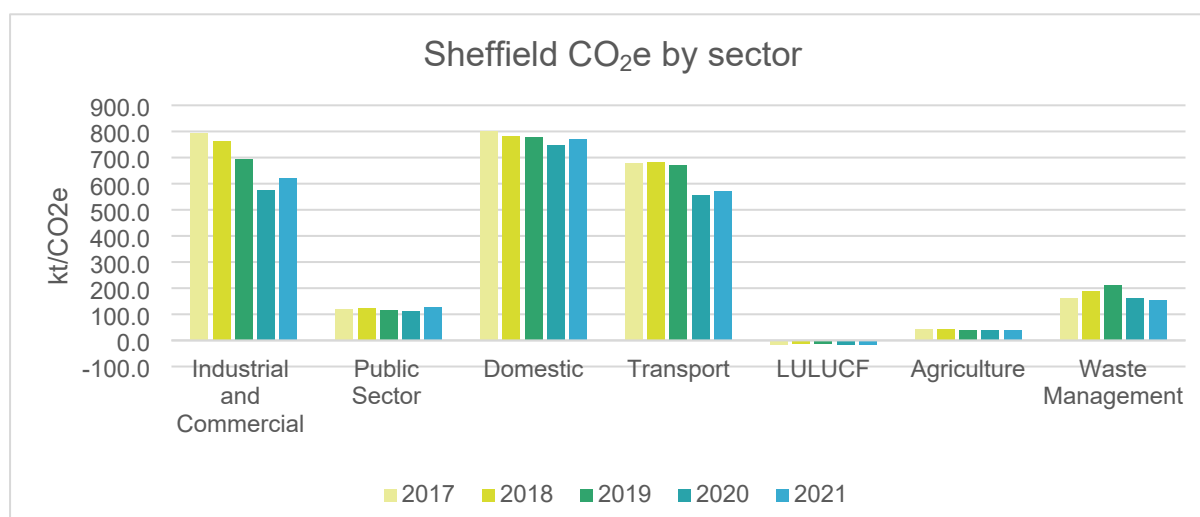
The latest 2021 CO₂e emissions data set released by the Department of Energy Security and Net Zero (DESNZ) shows that whilst we reduced emissions as a city between 2017 and 2021, different sectors have reduced at different rates during that period.

Reductions in emissions have been made in five sectors since 2017. Significant reductions have been made by the transport (-15.6%) and industrial and commercial (-21.6%) sectors. This is due in part to the nationwide response to the COVID-19

pandemic when travel and other economic activities were reduced due to lockdown measures.

	2017 Baseline (ktCO ₂ e)	Annual Change (%)				Cumulative change from baseline (%)
		2018	2019	2020	2021	
Emitting sectors						
Domestic	801.37	-2.3	-0.8	-3.8	+3.0	-4.0
Industrial and Commercial	792.43	-3.5	-9.2	-16.8	+7.7	-21.6
Transport	679.80	+0.2	-1.2	-17.2	+2.6	-15.9
Waste Management	161.51	+16.3	+13.7	-23.3	-5.0	-3.7
Public Sector	118.52	+4.6	-7.6	-1.7	+13.2	+7.7
Agriculture	42.22	-0.7	-2.6	-5.6	+3.6	-5.4
Sequestering sectors						
LULUCF	-15.54	+4.2	-0.8	-4.8	+0.6	-0.5

Table: Sector emissions, [Local authority and regional area greenhouse gas emissions dataset](#) for Sheffield's baseline year of 2017 to 2021, the most recent year for which data is available.



Graph: Sheffield emissions by Sector [Local authority and regional area greenhouse gas emissions dataset](#) for Sheffield's baseline year of 2017 to 2021, the most recent year for which data is available.

Public sector emissions have increased by 7.7% since 2017, with a 13.2% increase between 2020 and 2021. This is considered likely to reflect the increase in public sector activity during the pandemic in response to the public health emergency, especially in critical areas like the NHS and adult and children's social care.

While emissions in the transport, public, and industrial and commercial sectors increased between 2020 and 2021, transport and industrial and commercial emissions remain lower than pre-covid levels. It is likely that an ongoing impact from covid plays at least some role in the lower emissions and that this will not be sustained in future years.

There has been a small increase (improvement) in LULUCF carbon sequestration between 2017 and 2021.

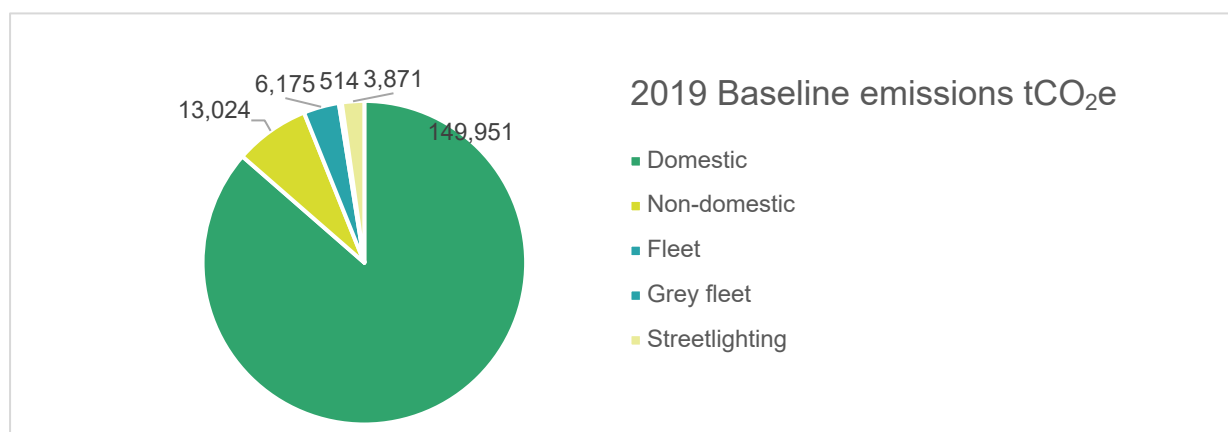
Sheffield City Council emissions

Council baseline

The [‘Zero Carbon Pathways for Council Assets’](#) report set Sheffield City Council’s baseline emissions at 162,699 tCO₂ in 2019, based on the latest data available at the time. This reflected emissions from our housing stock, some of our operational estate, fleet, including that of our contractors, and streetlighting.

Whilst developing the council decarbonisation Routemap in 2022, it was determined that our baseline emissions and net zero target should include all of our operational buildings and our grey fleet. In addition, it was determined that we should be monitoring and reporting on all greenhouse gas emissions, not just CO₂. As such, our 2019 baseline year has been re-calculated as 173,535 tCO₂e.

The chart below shows that the largest contribution, 86%, of our greenhouse gas emissions comes from our domestic stock; 8% from our non-domestic estate; 4% from our fleet and grey fleet and 2% from our streetlighting.



Graph: Sheffield City Council baseline (2019) emissions by sector

Performance summary

Target	80% reduction in carbon emissions by 2030 Remaining 15% offset through LULUCF measures
Target measure	Carbon dioxide equivalent (CO ₂ e)
Baseline year	2019
Baseline emissions	175,535 tCO ₂ e
Current reporting period	2019-2022
Data sources	
Housing	Pathways to Decarbonisation (EPC data)
Non-domestic	Utility consumption data

Fleet	SCC and Veolia fuel consumption. Amey data unavailable, baseline data from Pathways to Decarbonisation
Grey fleet	SCC employee mileage claims
Streetlighting/highways infrastructure	Utility consumption data

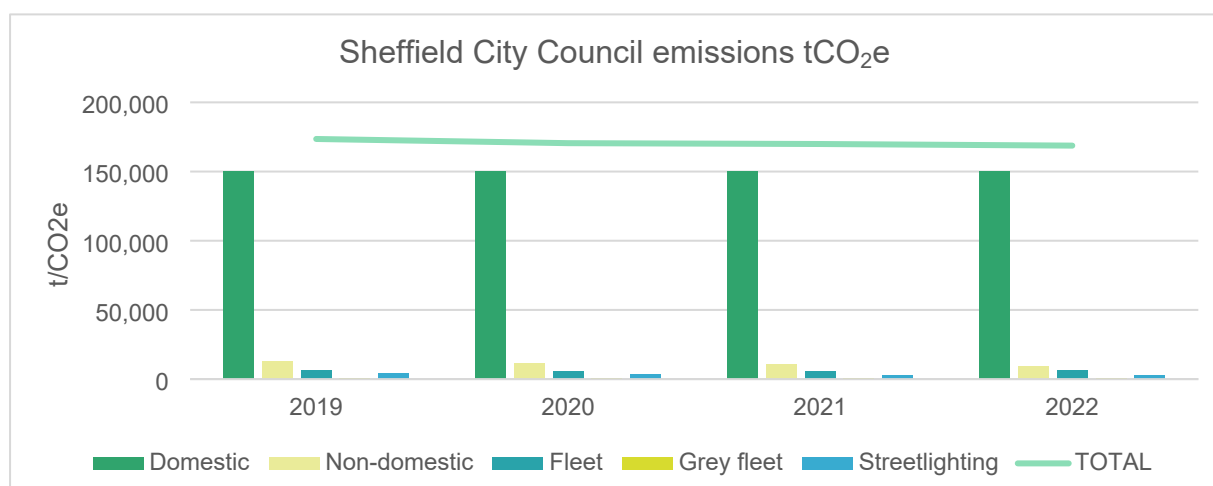
The latest 2022 council CO₂e emissions shows that Sheffield City Council:

- produced 168,742 tCO₂e in 2022.
- reduced emissions by 4,793 tCO₂e (3%) since the 2019 baseline.
- has achieved a reduction every year since 2019.
- needs to reduce by a further 77% by 2030 to reach the net zero target (an 80% reduction on 2019 emissions with remaining 15% being offset via LULUCF measures).

The following table provides a breakdown for each sector and more detail is provided in the sector sections below:

Sector	2019 Baseline (tCO ₂ e)	Annual Change (%)			% change from baseline
		2020	2021	2022	
Domestic	149,951	unknown	unknown	unknown	unknown
Non-domestic	13,024	-13%	-4%	-12%	-27%
Fleet	6,175	-10%	+4%	+5%	-1%
Grey fleet	514	-36%	+34%	+24%	+6%
Streetlighting	3,871	-13%	-15%	-8%	-32%
TOTAL	174,724	-2%	0%	-1%	-3%

Table: Sheffield City Council emissions by Sector. Data supplied by SCC services for council baseline year of 2019 to 2022.



Graph: Sheffield City Council emissions by Sector. Data supplied by SCC services for council baseline year of 2019 to 2022.

If we were to aim to reduce emissions by approximately the same amount each year, we would need to reduce emissions in each sector by the following per cent, per year from 2019 to achieve net zero by 2030:

- Non-domestic 7%

- Fleet 10%
- Grey fleet 11%
- Streetlighting 7%

We are unable to calculate the annual reduction needed in relation to housing emissions due to the lack of up-to-date emissions data since 2019.

Reductions by sector

Domestic emissions

Baseline emissions from the council's housing stock were calculated using Energy Performance Certificate (EPC) data. EPCs are not undertaken each year so do not provide a useful way in which to annually report on the council's housing emissions. During the development of the decarbonisation routemaps, it was determined that this annual report would include a qualitative review of work undertaken within the year to decarbonise the housing stock (p.18), even though actual emissions would not be reported.

We are currently exploring software options that will sit alongside our asset management database to help calculate emissions reductions of our projects as well as developing guidance to help householders understand the savings (both financial and carbon) they can make by undertaking certain energy efficiency measures.

Non-domestic emissions

Emissions from the council's non-domestic estate come from its operational buildings that provide public services. This includes maintained schools, libraries, community buildings, depots, offices and residential settings.

Since 2019, emissions from the council's operational estate have reduced by 27%. In large part, this has been achieved by the decarbonisation of grid electricity which has reduced by around 24% in that period. Estate rationalisation and the conversion of maintained schools to academies in that period have resulted in an 8% reduction in emissions due to the transfer of ownership of assets away from the council.

Council fleet emissions

Since 2019, emissions from the council's fleet (including small mechanical plant) and the fleet of the council's main contractors Amey and Veolia have reduced overall by 1%. Emissions from the council's own fleet have reduced by 3%.

Since 2019, emissions from our grey fleet have increased by approximately 6% (grey fleet emissions data is not accurate as the vehicle type is not recorded for each mileage claim, so average greenhouse gas conversion factors have been used).

Street lighting emissions

The electricity consumption from our streetlighting and other highways infrastructure such as CCTV, traffic lights and other external lighting in public spaces has reduced by 11% since 2019. Coupled with the decarbonisation of grid electricity, this has resulted in a 32% reduction in emissions.

Progress against the 10 Point Plan

Our '[10 Point Plan for Climate Action](#)' was approved in March 2022, and sets the framework for our action for the transition to net zero. It is based on the evidence in the Pathways to Zero reports which identify the actions that needs to be taken for the city to become carbon neutral by 2030.

This section covers progress updates for the period April 2022 to October 2023. Where actions in the 10-Point Plan have been superseded by approved decarbonisation routemaps or are specific to a particular Routemap theme, we have included these in the relevant thematic "Key Progress and Achievements" section.

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

Investing in our climate education and training.
Making climate aware decisions.
Making climate action everybody's business.
Improving our data.

- The Constitution states under the council functions of each committee that 'when devising policy, evaluating service delivery and taking decisions the committee must consider...climate and biodiversity.'
- A Climate Oversight Board established to provide senior leadership on the council's commitment to be a net zero city by 2030 and support delivery of Sheffield's net zero programme and adaptation to climate change.
- Climate Impact Assessments (CIAs) are carried out for all decisions valued over £500k or affecting more than one ward, at every stage of development to ensure climate impacts and mitigation actions are considered and explored. Officers are encouraged to consider climate impacts of lesser decisions.
- Three online council-wide staff events focused on the climate emergency and the decarbonisation routemaps.
- The council's commitments and approach to tackling the climate emergency is included in employee and councillor induction.
- 155 officers have attended half or full day's training, including the majority of executive directors and directors in post at the time that training was delivered.
- 65% of current elected members have received at least an hour and a half of formal training, with 27 having completed a full day's carbon literacy training.
- Reported to the Carbon Disclosure Project (CDP), an international charity monitoring climate mitigation and resilience progress by organisations and cities. Our first submission in 2022 was scored A-, and in 2023 we retained that score.

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

Have projects ready for investment.
Prioritising climate action in our budgeting.
Apply for available government and combined authority funding.
Be creative and ambitious in our approach to investment.

- Our investment strategy helps us to prioritise and to identify funding and investment routes for our decarbonisation programme.

- We are engaging with funders and investors, including the UK Infrastructure Bank (UKIB) and the UK Cities Climate Investment Commission (UK3Ci) to explore innovative funding models.
- Partnering with South Yorkshire Mayoral Combined Authority, Connected Places Catapult and other three local authorities on a successful Innovate UK bid. The aim of the project is to build and test an investable regional net zero pipeline, using South Yorkshire as a pilot, employing and embracing a human connected design approach to proactively drive investments into a wide array of regional projects. By incorporating human perspectives, needs, and aspirations into the process, we aim to ensure that these projects not only deliver significant financial returns but also generate meaningful positive impacts on the well-being of the communities and the environment within the region.
- Submitted a proposal to the UK Cities Commission for Climate Investment (UK3Ci) as part of their Net Zero Neighbourhoods programme that aims to attract institutional investment to facilitate the delivery of multiple interventions to scale up delivery and generate efficiencies and wider socio-economic benefits at a neighbourhood level, for Gleadless Valley.
- Climate impacts of spending changes now considered in annual budget setting process, with each budget proposal required to identify impacts and consider appropriate mitigation measures.

3. We will act in a way which supports social justice.

Listen better to the people who will be affected most by interventions.

Vary our approach to suit different needs and circumstances.

Work with and encourage third party sector and other partners to provide support to those they work with or represent.

- Equality Impact Assessments (EIAs) continue to be required on all council committee and leadership reports, budget proposals, new or reviews of existing policies, projects, service and functions, commissioning or decommissioning proposals and in managing employee reductions.
- Met with a range of equality, diversity and inclusion groups during development of the Our Council and The Way We Travel Routemaps, including Disability Sheffield, Cycling 4 All and Sheffield 50+.
- Prioritise retrofit activity for residents who are less likely to be in a position to act themselves (p.25).
- Provide 75% discount for allotment tenants on low incomes, to help make growing food sustainably more affordable for people, as well as funding initiatives to repurpose surplus food.
- Clarified that residents charging an electric vehicle by trailing a cable across the pavement, or hanging it overhead, is considered a hazard, in particular for those with limited mobility, and therefore is not currently permitted even with the use of cable protectors or ramps.
- Continued to apply for external funding for tree planting which largely focuses on improving canopy cover in areas of the city where it is lowest. These areas tend to be areas of higher deprivation and planting includes 4500 hedging whips being planted in Shirebrook Valley.

- Support and training has been funded by Local Area Committees to support communities to better maintain existing community orchards in Beighton and Darnall, supporting tree health and providing opportunities for communities to have access to affordable, fresh and sustainably produced food.
- Community tree planting has been carried out in or adjacent to a number of schools in areas with low canopy cover including Arbourthorne, Chaucer, Intake Primary, Lowfield and Norfolk Park Community Schools, improving conditions for children.

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

Decarbonising homes.
Using our land and assets to further our ambitions.
Decarbonising our fleet.
Our role as an employer.

- Point 4 of the 10 Point Plan, relating to decarbonising our council, has now been superseded by the decarbonisation Routemap ‘Our Council’. Updates relating to this are covered in the section on council progress at pages 18-21.

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

Listen to the expertise that exists within our city to help develop our plans and interventions.
Encourage action and collaboration to allow action at scale.
Create ways for people and businesses to invest in our future.

- Sheffield City Council became a partner in the South Yorkshire Sustainability Centre, a £5m Research England funded programme led by the University of Sheffield.
- Held a climate summit under the umbrella of Sheffield’s Health and Wellbeing Board to bring together organisations across the city and from South Yorkshire Mayoral Combined Authority to raise awareness of climate. Organisations shared progress and pledges, connections were made, and ideas generated.
- Work in partnership with a wide range of organisations across all areas, referenced in relevant thematic areas and in the “Regional and national partnerships” section at page 33.

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

Our council.	Our business and economy.
The way we travel.	How we use our land.
Our homes.	What we buy, eat and throw away.
Energy generation and storage.	

- Worked across services and external partners to develop the [Our Council and The Way We Travel decarbonisation Routemap chapters](#), which were approved by the Transport, Regeneration and Climate Policy Committee on [19th July 2023](#).

- Incorporated development of the Our Homes Routemap into the developing Housing Strategy 2024-34, under the draft objective “Housing fit for a net zero future”.

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

Understanding the motivations and barriers facing people and businesses.
 Providing information and inspiration.
 Maximising the funding available to businesses and individuals in the city.
 Finding ways to make it easier for people to take the action that is needed.

- Funded the development of a package of support and resources delivered through Learn Sheffield to support schools to decarbonise.
- Improved our [climate emergency web pages](#) to include more information about how to act on climate change and are liaising with the South Yorkshire Climate Alliance on their project to support community action.
- Accessed grant funding to deliver a range of interventions to support people, businesses and organisations to decarbonise, referenced in the relevant sections.

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

Stimulating and celebrating Sheffield’s low carbon economy.
 Building skills to deliver the transition.
 Educating children, young people and communities.

- Content on the economy and skills is covered in the Business and Industry Routemap theme update.
- The funding provided to Learn Sheffield to support schools to decarbonise has also provided [resources to support the curriculum with climate education](#).
- In October 2022, King Edwards VI School hosted the 2nd UK Schools Climate Assembly. This brought together young people from across the country and from a variety of Sheffield schools and was supported by Conference Sheffield and the Sustainability and Climate Change Team.

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

Using the planning system to support our ambitions.
 Ensuring our energy infrastructure is fit for purpose.
 Investing in our transport infrastructure.

- The developing Local Plan addresses climate change through the choice of spatial strategy and by inclusion of policies in the Plan that embed sustainable principles within the decision-making process relating to development proposals. The Plan has been submitted to government, with adoption expected by December 2024. Relevant elements of the Plan are included in How We Use Our Land at page 28.

- Updates relating to ‘ensuring our energy infrastructure is fit for purpose’ are covered in the section on Energy Generation and Storage progress at page 31.
- Updates relating to ‘investing in our transport infrastructure’ are covered in the section on The Way We Travel progress at page 21.

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

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

Create a resilience plan for the city.

Future-proofing our city.

Supporting our people and businesses to adapt.

- Partnered on a project led by the Met Office to develop [Climate City Packs](#), which provide high-level, non-technical summaries of climate change projections for individual cities and towns. This provides us with information about the potential future climate in Sheffield.
- Worked with University of Manchester to access the Sheffield data behind their [Climate Just](#) web-tool. This is now hosted on our [Local Insight](#) webtool for organisations across Sheffield to access.
- Serve as a local authority representative on the Yorkshire and Humber Climate Commissions (YHCC) Resilience Working Group, which is responsible for the delivery of the resilience and adaptation actions in the YHCC action plan. This includes being part of a one-year programme to pilot the development of service-level climate adaptation plans.
- Highlighted climate adaptation in our Corporate Risk Register and to address this all council services will be required to consider the risks from climate change for their service and how they will plan to adapt to climate change. The process for this is currently in development.
- Despite extreme rain events in recent years, flood prevention activity across the city has meant that Sheffield has not experienced a repeat of the severe flooding experienced in 2007. Flood defences completed in the Upper and Lower Don Valley and Sheaf have held well in recent extreme rain events and although we have experienced some localised flooding in a number of locations across the city, our improvements and property flood protection installed by homeowners have prevented a repeat of the damage experienced in 2019, preventing flooding to over 200 homes and businesses.
- Delivering the Flood Risk Management Strategy and our £120m citywide flood protection programme, including building defences, storing floodwater in open spaces and using natural flood management measures in the higher ground above the city.
- Completed the Upper Don Phase One Flood Alleviation programme. Funded by the Environment Agency, Sheffield City Council and the South Yorkshire Mayoral Combined Authority, the £11m scheme better protects 152 businesses and 63 homes along the River Loxley from Malin Bridge to its confluence with the River Don. This will significantly reduce risk to the communities of Hillsborough and Owlerton, which suffered flooding in 2007 and 2019, providing security and

reassurance for residents and confidence for businesses to invest and grow into the future.

- Completed natural flood management capital project works delivered by Sheffield City Council, the Environment Agency and Sheffield and Rotherham Wildlife Trust in the [Limb Valley](#), and the Environment Agency funded [Steel Valley Project](#) in Stocksbridge and Bradfield.
- Current major works in delivery include new [Grey to Green](#) and sustainable urban drainage (SuDS) within the regeneration of Fargate, West Bar and Tenter Street.
- Working with partners on the [Connected by Water](#) to reduce flood risk through surface water management, aligning with Yorkshire Water asset management plans and sewer overflow.
- People and businesses are supported to prepare for and adapt to flood risk through visits from our Flood & Water team, as well as through working with colleagues in other services such as Business Sheffield, Amey and Highways Services.
- A new flood awareness campaign in partnership with DEFRA and Local Area Committees is being carried out over the winter.
- [Beaver feasibility studies](#) continue to assess the impacts of reintroducing beavers into the landscape. Studies have widely shown that these 'ecosystem engineers' slow the flow through creation of dams which hold back water.
- Sheffield City Council is part of the [South Yorkshire Woodland Partnership](#) which works collaboratively to increase tree canopy cover in the region.
- Sheffield Housing Company continue with implementation of a further SuDS on Manor Fields Park. This has been possible through the council led Three Brooks flood project which provided the intelligence to design this 2000m³ wetland to temporarily store flow from the Kirkbridge Dyke when in spate. This upstream work allows the housing to drain at a higher rate removing the need for huge underground tanks but also generates wildlife habitat, attractive landscapes and income to manage this part of the park.
- Stonebridge Housing continue to build the SuDS that serves their site at Deepcar. This wetland basin will be adopted by Sheffield City Council and contribute to the connective blue green infrastructure that links to Fox Glen. The SuDS will control flow to mimic the greenfield site that was previously there before development and remove pollutants from road run-off ensuring the brook is protected.
- Barratt Homes are near completion of a small bioretention SuDS at Oughtibridge. This captures pollutants that typically get washed off roads in small rainfall events whilst also adding new greening/biodiversity to the residential street. In our climate over 90% of rainfall events are small (10mm) and typically do not make it to a watercourse as they are lost into soil or into the air in a natural landscape. These bioretention features mimic nature by ensuring these 'losses' and thus avoid adding to the flashiness typical of urbanised rivers where all rainfall events find their way off hard surfaces.

Key thematic progress and achievements

This section covers progress updates in the seven Routemap themes for the period April 2022 to October 2023.

Our Council

Our domestic stock is decarbonised by improving the building fabric, reducing consumption and transitioning to renewable energy

- Funded with match funding from the Housing Revenue Account (HRA) capital programme:
 - Secured £4m of Social Housing Decarbonisation Funding (SHDF 2.1) which will upgrade 374 council homes currently below Energy Performance Certificate (EPC) C to bring them up to that standard. It will support the installation of energy performance measures to help deliver warm, energy efficient homes, reduce carbon emissions, tackle fuel poverty, support green jobs, develop the retrofit sector and improve the comfort, health and wellbeing of our social housing tenants.
 - Local Area Delivery Fund 2 (LAD2) – 120 properties benefit from energy efficiency measures.
 - 354 homes will have their external walls insulated under External Wall Insulation (EWI) phase 2, which went live in October 2023 and External Wall Insulation (EWI) phase 3, which went live in July 2023.
- Undertaken electrical upgrades to 2,836 homes and installed 1,197 new boilers, improving the efficiency of those homes and reducing costs for tenants.
- Currently exploring Energy Company Obligation (ECO4) funding to support energy measures within council housing and working to identify properties within scope of the eligibility.
- Approved funding for feasibility work looking to connect four housing sites to the Veolia District Energy Network.
- Commissioned consultants to develop a 'roadmap' to drastic carbon emissions reductions which will provide a baseline of technical information and evidence to inform the measures required to decarbonise social housing (this is different from the Routemap which covers both social and private sector housing and is higher level). A final report is due to be published in Spring 2024.
- Berners Road and Daresbury View Stock Increase Programme Schemes are delivering 73 units across the two sites. In comparison with the notional building, these are expected to achieve average CO₂ reductions of 5.6% and 6.9% respectively and an average total reduction in energy of 21.9% and 20.7% respectively. 63 houses have been completed, and the apartments are due for handover Q3 2023/24.

Our non-domestic and commercial stock is decarbonised by improving building fabric, reducing consumption, and transitioning to renewable energy

- Delivered £1.5m of decarbonisation projects (£1.1m secured from Phase 1 of Public Sector Decarbonisation Scheme) including draught proofing and a new building energy management system at Town Hall; air source heat pump, 20kWp solar PV and LED lighting at Acres Hill Store and LED lighting and 32kWp solar PV at Moor Market.
- Continued to remotely manage heating and controls through our building energy management systems installed in 60 schools and 15 non-domestic buildings, helping to reduce energy inefficiencies.
- A £3.5m allocation for energy efficiency and renewable energy projects on council buildings has been made available, known as the Local Renewable Energy Fund (LREF). Buildings have started to be identified and energy audits have been undertaken on a first tranche.
- £64k of LREF funding was used to match fund the Department for Levelling Up, Housing & Communities (DLUHC) Rough Sleeping Accommodation Programme for the provision of six one-bedroom units of move-on accommodation. The funding from the LREF was used to fund solar PV, solar assisted hot water systems and upgrade building fabric above building regulation standards. This scheme is our first net zero operational carbon housing project.
- Reduced ICT infrastructure leading to reductions in energy consumption. In addition, power settings on laptop devices have been altered to reduce energy consumption, in line with Microsoft best practice. Improvements to server rooms including more efficient air conditioning units and installation of LED lighting have also led to efficiency savings.
- Included ten council buildings in the North-East & Yorkshire Net Zero Hub Public Sector Decarbonisation programme, resulting in two heat decarbonisation plans and eight desk top studies.

Our fleet is decarbonised by reducing mileage and replacing our fleet with decarbonised vehicles

- Introduced 72 electric and seven hybrid vehicles to our fleet since 2019.
- Currently in the 4th year of our six-year fleet replacement programme, which will see 105 unsustainable and operationally inefficient vehicles and plant, such as equipment used for grounds maintenance, replaced, in addition to the 476 vehicles and plant already replaced, this is also leading to reduced maintenance costs of old fleet.
- Services use route planning to reduce mileage and increase journey efficiency as well as managing driver behaviour to increase efficient driving.
- Where possible, we have reduced the size of vehicles, including the introduction of 26 smaller wheelchair accessible buses.
- 49 electric vehicle charges have been installed at our depots.

- Veolia are working to improve the efficiency of their fleet and are running anti-idling campaigns and driver training as well as using smaller vehicles where possible.
- Launched an electric car benefit scheme to help our employees access electric vehicles and choose less polluting ways to travel.

Our street-lighting is decarbonised by reducing energy consumption

- Converted all the old sodium, yellow glow traditional streetlights to lower consumption, bright white LEDs.
- Invested in a new comprehensive control system (Telensa), which provides an enhanced capacity to adjust the timing and intensity of lighting on individual lighting columns.

Our land management supports the council's and city-wide net zero target

- [Sheffield Tree and Woodland Strategy](#) includes a headline target to plant at least 100,000 additional trees and replace trees on a two for one basis in our greenspaces and woodlands between 2018 and 2028. They will be planted across the whole city, but largely in the areas where tree coverage is lowest, and the health benefits will be greatest. During the 2022/23 winter planting season the Community Forestry service planted 8679 trees in our schools, greenspaces and woodlands, working with schools and communities. Over 10,000 per year have been planted on average since the approval of the Strategy so we remain on target.
- The [Sheffield Street Tree Partnership](#), including Sheffield City Council, Amey, Sheffield and Rotherham Wildlife Trust, Sheffield Tree Action Group and the Woodland Trust amongst others, is working to ensure the sustainability and increase of Sheffield's street trees. Sheffield has been accredited as a Tree City of the World in 2021 and 2022 and intends to reapply for 2023 accreditation. It has also achieved Trees Outside Forests certification for sustainably managing our trees. We are part of the Trees for Streets programme which enables communities to sponsor and fundraise to plant new street trees. We intend to plant 156 trees through this scheme in the 23/24 planting scheme.
- Secured £143,000 funding through the Woodland Creation Accelerator Fund to accelerate tree and woodland planting.
- Sustainable Drainage Systems (SuDS), including schemes at Manor Fields, across council parks and countryside protect the city from flood risk and extreme heat and to capture carbon from the atmosphere to offset residual emissions.
- [Rural Estate Management Plan](#) approved in April 2023. Two of the five objectives are focused on tackling climate change:
 - Low Carbon Economy, Renewable Energy and Climate Change: To contribute towards the council's net zero, environmental and sustainability targets.
 - Integrated Land Management: To utilise the rural estate to maximise the provision of ecosystem services, reduce emissions and address the nature and climate emergencies; utilising nature-based solutions in collaboration with

third parties where appropriate. The Parks and Countryside Service currently manages 98.3ha of grassland with relaxed mowing regimes and have an ongoing commitment to review and implement alternative approaches to intensive grass cutting to support addressing the nature emergency and increasing biodiversity within the city's green spaces, with consideration also being given to how carbon emissions can be reduced.

Our procurement, governance and decision making will support the council's and city-wide journey to net zero

- Committee decisions that are over £500k or affect more than one ward are required to include a Climate Impact Assessment (CIA). In addition, capital business cases are required to include a CIA irrespective of value.
- A new Commercial Strategy is in development, including an Ethical and Sustainable Procurement Policy.
- Tendering increasingly requires contractors to evidence their contribution towards reducing emissions. For example, the schools catering contract includes requirements which contribute towards emissions reductions and the creation of a more sustainable food offer. This includes the provision of locally supplied meat, with a 40% reduction in beef consumption; use of fairtrade and other sustainably procured products; the growing of own herbs and vegetables for use in the school kitchen and a compost scheme for food waste.

Our employees are carbon literate and fully engaged in the council's journey to net zero

- Since 2021, we have 12 Repairs and Maintenance employees trained to install air source heat pumps and a further six employees have recently received training at Sheffield College. This will put us in a position to install air source heat pumps to industry standards.
- Eight employees in the Housing Service have been trained in retrofit skills; three to retrofit coordinators, two to retrofit assessors and three to retrofit advisors.
- Six Repairs and Maintenance employees completed a solar PV installation course in Autumn 2023, and the service are in the process of gaining Microgeneration Certification Scheme accreditation.
- Parks and Countryside Service continue to recruit to and develop their apprentice programme to reflect the changing skillset needed to understand and tackle the climate and biodiversity emergencies and changes in land management techniques and approaches.

The Way We Travel

Strategic decisions taken in line with a clear vision and policy

- [Transport Review](#) undertaken by Strategy and Resources Policy Committee, resulting in a commitment to deliver a Sheffield Transport Plan.

- [The Way We Travel decarbonisation Routemap](#) approved by the Transport, Regeneration and Climate Policy Committee.
- Currently supporting the South Yorkshire Mayoral Combined Authority with the development of the South Yorkshire Local Transport Plan.

Improved routes and facilities that enable as many people as possible to make journeys by walking, wheeling and cycling

- Continued to deliver scheme within the [Connecting Sheffield](#) programme.
 - Kelham Neepsend active travel scheme under construction.
 - Temporary Active Travel Neighbourhood Scheme in Crookes and Walkley approved to become permanent.
 - Temporary measures to improve Sheaf Valley cycle route approved for construction.
 - Meadowhall Interchange cycle hub now open.
- Continuing delivery of 20 new pedestrian crossing across the city, including working with Local Area Committees on their priority sites.
- Under the Traffic Management Act 2004 Part 6, we are developing ‘Camera enforcement of moving traffic’ schemes at Queens Road/Bramall Lane, Upper Hanover Street/Glossop Road and Hoyle Street, which will make our roads safer and less congested, and enable safer active travel participation.
- Transport Regeneration and Climate Policy Committee approved the first phase of the [Kelham/Neepsend parking scheme](#).
- Residential cycle parking scheme now in delivery, with covered lockable hangers being trialled in Walkley and Crookes, and a City Centre hub currently in development.
- 47 Sheffield schools are ModeshiftSTARS accredited, with data from the schools showing a clear decrease in car use and an increase in walking, cycling and scooting. We have also recently recruited two extra school engagement officers to support these schools further, and more schools moving forward.
- We now have nine permanent school street in place across Sheffield, three schools running long-term trials and a further two in the planning stages.
- Launched [BetterPoints Sheffield](#) to inspire citizens across the city to get around in more sustainable and healthy ways by rewarding points that can be exchanged for either Sheffield Gift Cards (accepted by over 80 city centre businesses), or donations to The Children’s Hospital or S6 Foodbank. 3,704 users had signed up within 14 days of the launch on 25/09/2023.
- Continued to partner with A Different Gear to deliver [CycleBoost](#), which aims to promote active travel and encourage more people to replace shorter car journeys with cycling through training and bike loans. The new scheme started Summer 2023, with 46 loans by September and 76 on the waiting list.
- Allocated £137,710 revenue grant for 2023/24 to deliver a program in partnership with Cycle North to provide Bikeability cycle training for children and young people attending education and training, and to train additional Instructors. Over 6,000 children completed this training between Apr-22 and Sept-23.

Improved low carbon public transport network to provide attractive alternatives to private vehicles journeys

While the council is not the Transport Authority for Sheffield, we work with the South Yorkshire Mayoral Combined Authority (SYMCA) to deliver improvements to our public transport system, primarily journey time reliability and accessibility at bus stops:

- Clean Air Zone (CAZ) funded temporary Arundel Gate Bus Gate went live in March 2023. This restricts all traffic except buses, taxis and private hire cars to provide increased public transport and cyclist priority to ease congestion and support faster journey times and improved air quality. We are currently developing the proposal for a more permanent solution.
- Development of two bus priority schemes in progress for Upper Don Valley area, and Northern Communities to City Centre, and a scalable bus improvement project for A61 Chesterfield Road, through the City Region Sustainable Transport Settlement programme (CRSTS).
- £100m allocated to the Tram Mass Transit renewal by SYMCA and SuperTram, which will be delivered by SYMCA.

Goods and services provided via a consolidated low-carbon LGV/HGV and freight/delivery system to reduce vehicles and road traffic

- The Way We Travel Routemap, which outlined action we will take to consolidate freight in Sheffield over the next two years, was approved.

Decreased vehicles emissions and improved air quality through a shift to electric and zero-emission vehicles

- Established internal Electric Vehicle Steering Group to co-ordinate and progress activity across the council.
- Funding in the region of £1m was made available by the Department for Environment, Food and Rural Affairs (DEFRA) via the Clean Air Fund, and we have commissioned a scoping study to support delivery of a minimum of 14 rapid and nine fast chargers.
- [EV Public Charging Infrastructure Short-term Action Plan](#) approved by Transport, Regeneration and Climate Policy Committee.
- Introduced a Class C clean air zone covering the inner ring road and city centre.
- All 48 of the original sites under [the SYMCA EV Charging Infrastructure Project](#) went live, funded by the government Getting Building Fund (GBF) through SYMCA. The project has been extended to deliver four further chargepoints.
- Secured £84,230 from the On-street Residential Charging Scheme (ORCS), funded by the Government Office for Zero Emissions Vehicles (OZEV) towards delivery of 22 7kW chargepoints across nine proposed sites, including on-street and carparks.
- Supporting SYMCA with the development of a South Yorkshire EV Infrastructure Strategy (expected spring 2024) and Local Electric Vehicle Infrastructure (LEVI) capital fund application.
- Department for Environment, Farming and Rural Affairs (DEFRA) funded electric taxi trial scheme ended with 99 trials having been completed.

- Extended the Highways England funded electric van trial scheme for an additional six months until February 2024. This offers organisations the chance to trial an electric van to support accelerated uptake. To date, 244 trials are in progress or have been completed, with 20 more scheduled to complete by 8th March 2024.
- SYMCA approved the acceptance of LEVI Capability Fund grant from the government, and onward award of said grant, £125,000, to Sheffield City Council for the recruitment of a Principal EV Officer for two years.

Our homes

The Decarbonisation Routemap covering Our Homes is being developed as part of the Housing Strategy 2024-2034.

Housing fit for a net zero future

- Established the Housing Energy Efficiency Team within the Housing Service. The team focusses on delivering grant funded schemes, strategic priorities such as fuel poverty, and horizon scanning of innovative delivery and financing approaches to deliver net zero housing in Sheffield.
- Secured approximately £250,000 from the North-East and Yorkshire Net Zero Hub's Local Energy Advice Demonstrator (LEAD) fund to support former right-to-buy homes participate in schemes being delivered to council homes across eight estates by engaging with right to buy owners to explain work being carried out and the benefits, offer a free EPC and full retrofit survey, and provide advice and signposting to potential grant support.

Good quality, safe and comfortable homes

- Broadened eligibility to the installer-led scheme Energy Company Obligation (ECO4) to include fuel-poor and vulnerable households that are not in receipt of means-tested benefits, but who may benefit from heating and energy-saving measures through the [ECOFlex initiative](#), increasing the number of people eligible for help. In the first six months, we have achieved:
 - 133 declarations signed.
 - 29 properties fully completed with 126 measures including first time central heating, room in roof insulation, boiler upgrades, thermostatic radiator valves, programmers and thermostats, loft and internal wall insulation.
 - Of the 29 properties, 21 have increased by two EPC bandings, four by three bandings and four by four bandings with 26 now achieving a C and three achieving D.
 - Total expected annual bill savings for 29 properties £24,474.87 (Average £843.96).
 - Highest bill saving for one property £2262.49 per year.

- Launched [Warm Homes Sheffield](#), a partnership with energy experts AgilityEco, that provides a single route to access energy advice and different sources of grant funding to help Sheffield residents to reduce energy use and stay warm and well:
 - Launched Sheffield's [Connected for Warmth](#) project which offers fully funded cavity wall insulation and loft insulation to homeowners and private rented tenants in homes that are in Council Tax bands A- D and have an EPC rating of C or below. Households may also benefit from other support such as heating controls, air source heat pumps, smaller energy saving measures and personalised energy advice.
 - Secured £4 million of DESNZ funding through [Home Upgrade Grant \(HUG2\)](#) and launched a fully funded, free-of-charge scheme to improve energy efficiency. This aims to help 200 homes of eligible low-income owner occupiers and private rental tenants living in poorly insulated properties that are not heated by mains gas. Potential energy efficiency measures include insulation, air source heat pumps and solar panels, and are installed through Warm Homes Sheffield.
 - The council was recognised as being highly commended in the Council of the Year category of the Yorkshire Energy Efficiency Awards for this partnership.

More homes and housing choice

- Detail on Local Plan policies can be found at pages 28-29.

Supporting a local retrofit supply chain

- Solar PV and heat pump installation training is now being delivered by Sheffield College, in partnership with Sheffield City Council, to improve skills and capacity in the city, with two cohorts currently being trained and recruitment for further cohorts underway.
- Secured funding for insulation training to be delivered on site in employers' premises where possible.
- Innovation Fund application being submitted to SYMCA by Sheffield College in partnership with Sheffield City Council to expand the retrofitting skills offer.
- Instructed that [Warm Homes Sheffield](#) (see above) should give preference to using Sheffield's local suppliers where possible, to support and develop the local retrofit supply chain.

Our businesses and industry

The Routemap covering our businesses and industry is scheduled to be developed during 2024. Despite this, work is already taking place to address these areas.

We will maximise the funding and support available to businesses and individuals in the city to transition to net zero

- Low Carbon Business Support Programme ran between January 2021 and June 2023 and provided 156 energy audits for Small and Medium sized Enterprises (SMEs) across the four local authority areas in South Yorkshire. This has resulted in 72 low carbon grants to SMEs to support them to implement carbon reduction measures and reduction in greenhouse gases (GHG) equivalent to 597.08 TCO₂e, exceeding the contract target of 450TCO₂e and at least £541,964 of SME match funding was secured to support £1,173,948 total investment in carbon reduction measures. In addition to emissions reductions, energy costs for businesses are reduced and customer experience improved in some cases.
- Shared Prosperity Funding has been secured to continue the project. Again, Sheffield will act as the accountable body for the South Yorkshire wide project. £1,291,899 has been committed for Sheffield businesses, which will fund a Specialist Advisor to support SMEs and targets to deliver 104 energy audits and sustainability plans, and 87 grants to Sheffield SMEs. The aim is to save 475 tonnes of carbon per year for Sheffield businesses.
- £2.3m of Shared Prosperity Funding has been allocated to support cultural and community organisations to decarbonise their venues and buildings, with a target to reduce emissions by 520 tonnes of carbon per year, also saving organisations money.
- Partner in the South Yorkshire Sustainability Support Consortium, a partnership of the various organisations in South Yorkshire offering funded advice and support to businesses on sustainability. The consortium has held a range of events for businesses, based on their needs, with themes including getting buy in for action; carbon measurement; supply chain and procurement and common pitfalls on the sustainability journey.
- The Economic Recovery Fund (ERF), a grant funding scheme supporting work to improve local high streets and encourage residents and visitors to spend their time and shop there. Applicants were asked to consider the climate impacts of their proposals, how these could be mitigated, and additional climate-positive actions introduced. The scheme provides a series of training sessions to successful applicants, one of which is intended to be around Climate Awareness. Several of the awarded grants have projects which will benefit the climate or nature in their area, including Greener Greenhill, Crookes and Westfield.
- Sheffield City Council have supported publicly accessible swimming pools in Sheffield to apply for a Swimming Pool Support Fund - a government funded programme aiming encouraging the leisure sector to transition to a position of environmental and financial sustainability. In Phase 1 of the programme,

Stocksbridge Community Leisure Centre has been awarded £78,942, in the form of revenue grant. Phase 2 of the programme focuses on capital interventions which will reduce energy usage and carbon output of facilities. Sheffield has submitted an application totalling £440,000 for energy saving capital interventions across four swimming facilities (Zest Centre, King Edwards Swimming Pool, Stocksbridge Community Leisure Centre and Heeley Swimming Pool).

We will stimulate and celebrate Sheffield's low carbon economy

- The South Yorkshire Innovation District (formerly referred to as the Advanced Manufacturing Innovation District or AMID) commissioned the High Value Manufacturing Catapult (HVM Catapult) to explore and provide insights into the current innovation capabilities and how these can be applied to realise emerging economic opportunities for South Yorkshire in the advanced manufacturing sector. The final report (2023) identified clean energy, including (including electrification, hydrogen, and nuclear) as emerging market-driven opportunities where Sheffield has distinctive research and technological knowledge to develop and deploy commercial solutions, and offer substantial business and job growth prospects to the advanced manufacturing sector within South Yorkshire.
- Sheffield participated in the Global Destination Sustainability Index (GDS-Index) for the first time in 2023, working on a collaborative project with Visit England and the Core Cities. The GDS-Index measures and benchmarks the sustainability performance of tourism destinations, to drive innovation and regeneration of the tourism industry. Sheffield scored 43.9%, which GDS-Index has confirmed is very good for a first-year entrant, scoring particularly highly on the environmental elements. We are now developing an improvement plan to support the tourism industry in Sheffield to become more sustainable.

We will build skills to deliver the transition to net zero

- We have worked with Sheffield College to establish short courses for experienced workers to be trained to install solar panels and [heat pumps](#) for electricians and plumbers respectively. These courses are free to learners and are now available on an ongoing basis.
- Through our Adult Education Budget (AEB) we have commissioned training in skills for a 'greener economy', these include [construction and building skills courses](#) that will improve energy efficiency and the sustainability of our built environment. These activities will upskill / reskill residents and employees to remain in work or find work as the green economy evolves.
- Using community learning activities to develop and promote awareness, responsibility and understanding of environmental sustainability and the steps that individuals can take to protect their environment. This is done through embedding sustainability into foundation level adult learner curriculum. These activities will enable residents to become more conscious, active citizens who recognise there is a global concern and that we all have a responsibility to protect the environment.

How we use our land

The Routemap covering how we use our land is scheduled to be developed during 2024. Despite this, work is already taking place to address these areas. Further detail is also included in the 10 Point Plan section on climate adaptation at pages 16-17.

Using our planning and regulatory powers to progress towards net zero and future-proof our city

- The climate emergency has been the key factor in determining the overall spatial strategy in the Local Plan. The Draft Local Plan was submitted to the Government for examination in October 2023 and is expected to be adopted by around the end of 2024. The approved strategy means concentrating future growth in the existing urban areas with a particular focus on the Central Area of Sheffield (the City Centre and areas immediately outside the Inner Ring Road). We plan to deliver around 20,000 additional homes in the Central Area over the period to 2039 (the end date of the new emerging plan). This equates to over half the city's housing growth (35,530 homes) over the plan period but concentrates new homes in the most accessible locations where there are opportunities to access jobs and local services by foot or by cycle. We are making a conscious decision not to extend the existing built-up areas outwards because this increases the need to travel. Densification of the existing urban areas also helps to support the viability of public transport. The only land in the Green Belt to be allocated for development are brownfield sites in sustainable locations (close to the tram terminus).
- A number of policies in the Draft Local Plan relate directly to the climate emergency. These include sustainable design, accessibility to services, housing density, renewable energy generation, managing flood risk and responding to the biodiversity emergency. Reuse of existing buildings will be encouraged, and where new buildings are required, a 'fabric first' approach will be taken to minimise energy demand, whilst still ensuring that high standards of health and wellbeing for building users are met.
- The Draft Plan proposes a 75% reduction in operational carbon emissions in new buildings from 2025 (compared to the 2013 Building Regulation Standard) and new buildings will be required to be net zero carbon for both operational and embodied energy from 2030. The requirements take account of what is economically viable to achieve, given other standards introduced by the new plan, as well as other requirements to provide community benefits such as affordable housing (which all impact on development costs).

Climate specific policies include:

- Developments that result in new dwellings will be required to reduce regulated carbon emissions by at least 64% from 1 January 2025 and be net zero carbon from 1 January 2030.

- All new developments will be expected to use low-carbon energy sources and where feasible, avoid the onsite combustion of fossil fuels.
- Renewable energy generation schemes will be supported where the individual or cumulative impacts of such schemes are acceptable or can be sufficiently mitigated.
- Decentralised renewable and low energy networks will be promoted.
- All developments will be expected to maximise the incorporation of sustainable design features³.
- Residential development in the Central Sub-Area should be car-free or provide a maximum of one space per 10 dwellings where a clear need can be demonstrated.
- Proposals will be expected to include a proportionate package of measures to minimise trips and reduce car reliance.
- Proposals must prioritise travel by public transport, cycling, and walking and incorporate inclusive infrastructure which provides connections to and within the development.
- Provision for new technologies, such as electric vehicle charge points, will also be required within developments to support the uptake of zero emission vehicles.
- For residential developments with a capacity for 100 or more dwellings, at least 10% of the site should be laid out as open space with some exceptions. For those with a capacity of less than 100 dwellings, provision of open space off-site will usually be acceptable but amenity greenspace and landscaped areas should be provided on-site.
- The Functional Floodplain has been updated and new Land Safeguarded for Flood Storage has been designated to prevent inappropriate development, allow for improved flood defences and make space for water storage in times of flood. Planning policy has been strengthened to ensure that decisions on new developments take into consideration the increased risks of surface water flooding as well as river flooding.

Supporting sustainable regeneration and development

- Our Heart of the City regeneration, for which the council is the developer, is ambitious with all buildings designed to be at least BREEAM Very Good standard. Elshaw House, completed in 2023 has 5 star NABERS and BREEAM Excellent accreditation. Reuse of existing materials, lean design and low carbon choices have resulted in a structure with 40% lower embodied carbon than average.
- Following the successful [pioneering development of Little Kelham](#), Sheffield City Council and Citu [exchanged contracts in May 2023](#) on the Attercliffe development, a 23-acre urban regeneration scheme which will transform

³ Sustainable design features: Making best use of natural features; use of natural light; passive and active ventilation measures; passive solar design; flood resistance; sustainable drainage systems; flexibility of uses; limiting the consumption of wholesome water; minimising waste and maximising reclaim, reuse and recycling; providing green, blue or brown roofs.

brownfield land either side of the Sheffield and Tinsley Canal. It will be one of the largest zero carbon communities in the UK, featuring more than 1,000 homes alongside climate conscious creative spaces, an arts venue and retail opportunities to bring the neighbourhood to life.

What we buy, eat and throw away

The Routemap covering what we buy, eat and throw away is scheduled to be developed during 2024. Despite this, work is already taking place to address these areas.

Reducing waste and increasing reuse and recycling

- In the financial year 2022/23, 183,919 tonnes of household waste was collected.
 - 66.64% of solid waste was utilised for waste to energy in 2022/23.
 - 28.18% of solid waste was recycled in 2022/23.
 - 33.35% of solid waste was diverted from landfill or incineration in 2022/23.
- A food waste trial was conducted for 12 weeks during summer and autumn 2022. 123 tonnes of waste were collected, and the trial provided useful learning points for future implementation.
- Government has provided local authorities with the opportunity to defer the start date of food waste collections via a transitional arrangement from March 2026. The Waste and Street Scene Committee has taken a [decision to defer food waste collections until 2038](#). This is due to the marginal carbon savings associated with the provision of a food waste collection service when compared to disposal via energy recovery, to protect the Council from the ongoing budgetary pressure associated with the high risk that the New Burdens Funding will not cover all of the revenue or capital costs associated with the service, and to protect the Council from costs for any negative commercial impacts the diversion of the food waste has on the Energy Recovery Facility for the duration of the integrated waste management contract. The decision committed to explore how the council can encourage citizens to consider options for voluntary home and community composting and recycling, working with partners.

Increasing the sustainability of our food

- Strategy and Resource Committee in July 2023 [approved the Sheffield Food Strategy: Fairer, healthier greener](#), a collaborative strategy developed by the ShefFood partnership with a wide range of Sheffield organisations.
- The Food Strategy has been followed by the [ShefFood partnership's Local Food Action Plan](#) and Sheffield has recently been awarded a Sustainable Food Places Silver award. The award recognises what the city is doing to promote healthy, sustainable, and local food, and is a testament to the work of Sheffield's food partnership, ShefFood, alongside everyone in the city who is taking a joined-up approach to transform Sheffield's food system for the better.

- The Sheffield City Council school catering contract includes requirements which contribute towards emission reduction and the creation of a more sustainable food offer.
- The South Yorkshire Mayoral Combined Authority have made funding available to tackle food security across South Yorkshire. In Sheffield we are investing in [FoodWorks](#), a local social enterprise who intercept and upcycle quality surplus food. The investment will allow more food to be intercepted so that Food Works markets can be held in more locations. This will reduce the environmental impact of our food and increase access to affordable fresh food.

Energy generation and storage

The Energy Generation and Storage Routemap is scheduled to go to committee in Spring 2024, but work is underway on connected actions.

Decarbonised heat

Heat Network Zoning Pilot Programme

- As part of the UK's commitment to achieve net zero by 2050, the UK Government are considering policy and legislative instruments to increase the number of heat networks. Heat networks currently provide about 3% of heat and according to the Climate Change Committee, which needs to increase to around 18% to meet net zero targets.
- The Energy White Paper 2020 stated that Government would introduce Heat Network Zones by 2025 and primary legislation included in the Energy Bill is currently progressing through Parliament. Heat Network Zones are defined as geographical locations within which heat networks can provide the lowest cost solution to heat decarbonisation within which certain buildings will be mandated to connect to new or existing heat networks within a set timeframe.
- Sheffield was one of 28 towns and cities that were invited to participate in the Department for Energy's Heat Network Zoning Pilot Programme. This programme aims to test the methodology for identifying and designating Heat Network Zones and inform the policy and secondary legislative development, including setting the justification for mandating buildings to connect to heat networks and is due to conclude in autumn 2023.

Advanced Zoning Programme

- Alongside the Heat Network Zoning Pilot Programme, Sheffield was also selected to participate in the Department for Energy's Advanced Zoning Programme which aims to accelerate the development of heat network zones ahead of legislation coming in in 2025. The programme aims to signal to the market an increase in the scale and pace of delivery with a view to initiate construction in zones by 2025.

Heat Network Delivery Unit – techno-economic feasibility studies

- Building on the work undertaken through the Heat Network Zoning Pilot Programme and the clear opportunities for expanding both the EON and Veolia networks, we submitted two successful applications to the Heat Network Development Unit (HNDU) for techno-economic feasibility studies for both network areas, leveraging in a total of £177k of public and private funding. The studies will assess the feasibility of connecting (domestic) housing, particularly social housing, and non-domestic buildings onto the networks as well as looking at opportunities for integrating waste heat sources into the heat networks to help further decarbonise the heat supplied. The studies will be completed by the end of 2023.

Renewable electricity

- By the end of 2022, there was an estimated 121MW installed renewable energy capacity in Sheffield, an increase in 10% since the net zero baseline year of 2017.
- Local Plan policies covering renewable energy generation energy networks and shared energy schemes to be adopted by around the end of 2024. Further guidance for developers will be provided in a revised supplementary planning document (SPD) on sustainable design. Our target is to produce a draft of the SPD by spring 2024; it will be finalised once the local plan is adopted.

Whole system energy planning

Local Area Energy Plan

- Commissioning a Local Area Energy Plan (LAEP) for the city. The Local Area Energy Plan will consider the whole energy systems and needs of the city and will take an evidence-based approach to identifying the most effective route for energy decarbonisation. The approach will engage with businesses, communities, energy networks and regulators and encourage greater collaboration and to take a whole energy system perspective. It will identify near-term actions and projects, providing stakeholders with a basis for taking forward activity and prioritising investments and action.

Community energy

- Working with local community energy groups to provide support and advice and to learn from them to understand and develop how best we can enable the increase of community energy in the city. This workstream will develop over the next year.

Regional and national partnerships and peer-learning

We work with other cities and key strategic organisations regionally and nationally to maximise use of resources, learn from good practice and seek to influence government policy. Examples of the ways that we do this and some of the organisations that we are involved with include:

- [Association for Public Service Excellence \(APSE\) Energy](#) – a collaboration formed out of APSE to bring Local Authorities together to share information and best practice on local energy projects. APSE Energy provides resources, knowledge and collaborative opportunities to enable councils to develop a range of energy related initiatives. The council is a member and regularly attend training and events organised by APSE Energy. The council make good use of networking through this group to gain best practice knowledge and have used consultants available through our membership to conduct energy audits for our operational estate.
- [Cities Commission for Climate Investment \(3Ci\)](#) - an innovative collaboration of local government (through the Core Cities, below) and the private sector. 3Ci is working to leverage the combined scale of cities and regions to mobilise finance and drive investment into low and net zero carbon projects across all local areas together, rather than individual ones, to unlock investment.
- [Core Cities](#) – The Core Cities network is a network of the largest cities in the UK (outside London) and works together to support each other, influence government and create solutions for cities on a range of subject areas. Key elected members meet regularly and there is an officer climate leads network which frequently meets with government representatives, 3Ci and a climate communications group.
- [Danish Embassy District Heat Mentoring Programme](#) – Sheffield has recently been invited by DESNZ to participate in this 12-month mentoring programme. This partnership between the UK Government, Danish Embassy and the Danish Board of District Heating has been running since 2016 and aims to build capacity within local authorities through directly helping them to accelerate heat network developments.
- [District Heating Divas](#) – a network of women working in the UK's heat network sector that connect with and support each other. The network aims to raise awareness of the industry to develop a thriving, collaborative and diverse industry for the future workforce. The network seeks to create awareness of heat networks and their benefits and support initiatives that provide end users with a positive customer experience, whilst contributing to the optimisation of heat networks to ensure their continuous improvement to enable heat decarbonisation.
- [Local Climate Involvement project](#) - Sheffield was chosen to take part in a collaborative learning project led by engagement organisation Involve.
- [Local Government Association](#) - Sheffield City Council has been part of a collaboration with Sheffield Hallam and Yorkshire and Humber local authorities to consider how behavioural science can increase active travel (resources produced are listed below). The LGA Behaviour Change Climate Emergency Subgroup also shares learning with each other:
 - [COM-B model of behaviour and the behaviour change wheel \(BCW\)](#)
 - [EAST \(easy, attractive, social and timely\) framework and 'nudges'](#)

- [Reviewing published literature](#)
- [Framework analysis](#)
- [Final report](#)
- [South Yorkshire Mayoral Combined Authority](#) – the local authority is part of the South Yorkshire Mayoral Combined Authority, with representation from elected members on all Committees. Elected members and officers work closely together on a range of areas relevant to climate, particularly transport, skills and the economy (developed the Strategic Economic Plan for South Yorkshire). It holds budgets for economic growth, adult education and skills and housing, as well as other key budgets such as the Shared Prosperity Fund. SYMCA also hosts the [North East and Yorkshire Net Zero Hub](#) local capacity support who work South Yorkshire with local authorities and stakeholders and to help support the development of innovative projects, energy strategies and plans.
- [South Yorkshire Sustainability Centre](#) - Led by the University of Sheffield through a partnership including SYMCA, the four South Yorkshire local authorities, Sheffield Hallam University as well as private and voluntary sector organisations. The Centre aims to connect research with regional partners to support, develop and implement plans to reduce emissions, increase climate resilience and provide jobs and economic growth and we have been involved in their retrofit work package and are exploring the potential for collaborative work on the Gleadless Valley Masterplan.
- [South Yorkshire Woodland Partnership](#) - Sheffield is part of the South Yorkshire Woodland Partnership which aims to establish well-designed, resilient woodland that provides multiple benefits to people, wildlife and the climate.
- [UK100](#) – Sheffield is part of the UK100 network of highly ambitious local authority climate leaders. Several councillors have taken part in their Climate Leadership Academy schemes in recent years.
- [Yorkshire and Humber Breastfeeding and Climate Change Group](#) - the group consists of infant feeding leads working in a variety of healthcare and local authority settings in Yorkshire and the Humber and was established to raise awareness of the positive effects of breastfeeding on the environment. They have created a range of resources for professionals and parents.
- [Yorkshire and Humber Association of Directors of Public Health](#) - Greg Fell, SCC Director of Public Health, is the lead Public Health Director in the organisation. The network has developed [resources for public health services](#).
- [Yorkshire and Humber Climate Commission](#) - Sheffield City Council's Chief Executive is a commissioner on the Yorkshire Climate Commission (YHCC), an independent body made up of public, private and voluntary sector commissioners and officers attend meetings of the commission and work on shared projects, in particular the Climate Adaptation and Resilience Programme.

Appendix 1: Methodological notes

Citywide emissions

During the development of the decarbonisation routemaps, it was determined that rather than focus and report on CO₂ and some other greenhouse gases from some sectors, the council would monitor and report against all greenhouse gases to align with other reporting systems, such as the Carbon Disclosure Project (CDP), which the council reported into for the first time in 2022. As such, the Department for Energy Security and Net Zero's (DESNZ) local authority and regional area greenhouse gas emissions database will be used to monitor and report on the council's progress to net zero by 2030, taking into account all greenhouse gases (GHGs), rather than CO₂ alone as in our reporting against the carbon budget above.

Current reporting period: 2017-2021

- The 'Pathways to Zero Carbon in Sheffield' report set's Sheffield's city baseline year as 2017.
- The Department for Energy Security and Net Zero (DESNZ) publishes local authority and regional area greenhouse gas emission data on an annual basis. There is an 18-month lag between when the emissions occurred, and when the data is released. 2021 is the most recent year for which data is available.

Performance measure: carbon dioxide equivalent (CO₂e)

- Carbon dioxide equivalent (CO₂e) is the measure of total greenhouse gases emitted, expressed in terms of the equivalent global warming impact of carbon dioxide. Using CO₂e provides a more accurate measure of all our emissions that contribute to climate change.

Council emissions

The Pathways to Zero reports were developed during 2020 at the height of the Covid pandemic and officer redeployment to Covid duties meant that it was not possible to access all the data sets that were needed to develop a completely comprehensive baseline for the council's emissions (the baseline year being 2019). During the development of the Our Council chapter of the Decarbonisation Routemap, adopted in July 2023, it was agreed that the baseline would be recalculated to include the council's grey fleet (business travel by employees using their own vehicles), all infrastructure on the highways such as CCTV and traffic lights, small agricultural plant and all operational council buildings. In addition, the baseline was recalculated to report on all greenhouse gas emissions (CO₂e) and not just CO₂.

Appendix 2: Sheffield's Carbon Budget

What is a carbon budget?

Carbon budgets show a local area's share of the remaining CO₂ that can be released by human activities, while still meeting commitments set in the Paris Agreement in 2015 to keeping a global temperature rise this century well below 2°C above pre-industrial levels, and to pursue efforts to limit the temperature increase even further to 1.5°C.

The Tyndall Centre provides Local Authority area 'energy only' carbon budgets for the period 2018 to 2100. These are reviewed and updated on an annual basis, informed by the latest science on climate change, and defined by science-based carbon budget setting. The carbon budgets highlight the immediate as well as long-term action needed, support decision-making with science-based evidence, and enable everyone to play a fair and equitable part in addressing climate change.

A short video explaining carbon budgets can be found [here](#).

Sheffield's carbon budget

The total remaining carbon budget for Sheffield was last updated in 2022, and made the following recommendations:



Stay within a maximum cumulative CO₂ budget of 19.6MtCO₂ for the period 2018 to 2100.



Cut emissions by an average 12.3% per year to deliver on the Paris Agreement aligned carbon budget.



Reach zero or net zero carbon no later than 2043 at which point 5% of emissions remain and low level emissions continue at a diminishing rate until 2100.

The Tyndall Centre also provides recommended carbon budgets for each 5-year period between 2018 and 2100, aligned to the budget periods set within the Climate Change Act 2008.

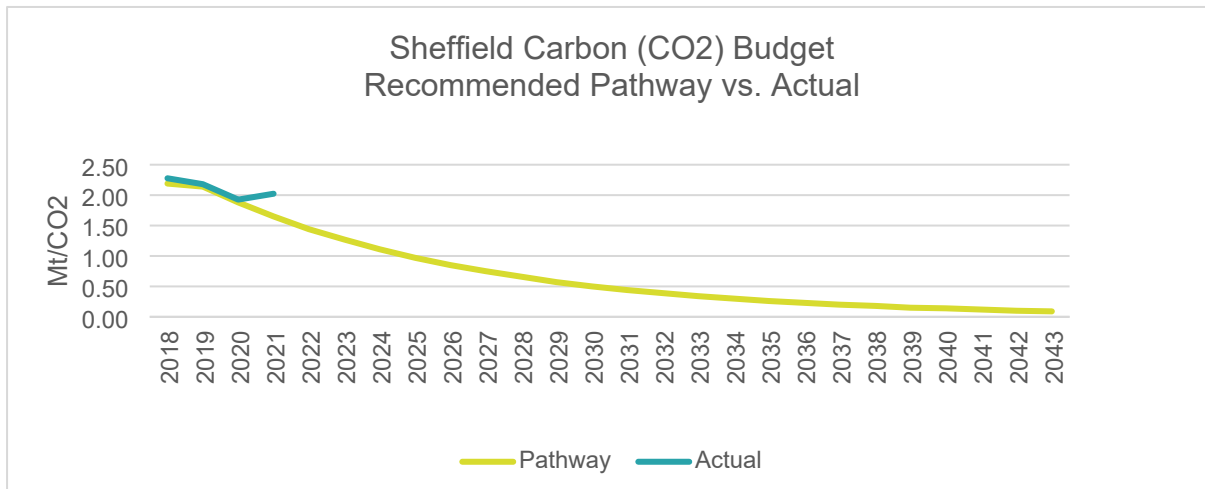
Carbon Budget Period	Carbon Budget (MtCO ₂)	Used to date (MtCO ₂)
2018 – 2022	9.3	8.4
2023 – 2027	4.9	
2028 – 2032	2.6	
2033 – 2037	1.3	
2038 – 2042	0.7	
2043 – 2047	0.4	
2048 – 2100	0.4	
TOTAL	19.6	

Table: 2018–2100 recommended carbon budgets (Tyndall Centre, 2022) against budget used to date (DESNZ 2021)

You can find the latest carbon budget report, released by the Tyndall Centre in October 2022 at: [Tyndall Centre report: Setting Climate Commitments for the City of Sheffield](#).

Has Sheffield stayed within its recommended carbon budget?

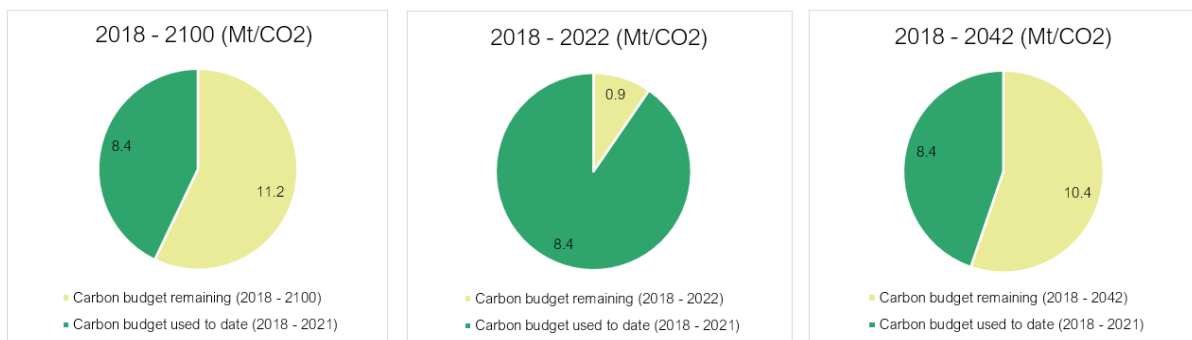
Energy-only emissions data is released from the Department of Energy Security and Net Zero (DESNZ) on an annual basis, however there is a delay between when the emission occurred and when the data is made available, so we can only report up to 2021.



Graph: Recommended carbon budget pathway in which Sheffield reaches net zero (a 95% reduction in CO₂) by no later than 2043, vs actual emissions between 2018 and 2021.

Sheffield’s emissions data between 2018 and 2021 shows that 8.4Mt/CO₂ has been emitted by Sheffield to date for the period 2018-2022, meaning we have used:

- 90% of the recommended carbon budget for that period.
- 45% of the recommended carbon budget to the end of 2042, by which time it is recommended that Sheffield is at net zero.
- 43% of the 2018 – 2100 recommended carbon budget.



Graph: Sheffield’s carbon budgets from 2018 to (1) 2022 (2) 2042 and (3) 2100 against carbon budget used to date (2018-2021)

While the data shows that as of 2021, Sheffield has remained within our recommended carbon budget of 9.3Mt/CO₂ for the period 2018-2022, we emitted 1Mt/CO₂ (13%) more than recommended for the first 4 years (2018-2021) of the 5-year period.

It is highly unlikely that we have limited energy-only emissions to the remaining 0.9Mt/CO₂ in 2022. We anticipate that when the 2022 emissions data is released next year, it will confirm that Sheffield has not stayed within its recommended carbon budget for the full period of 2018-2022.

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Sheffield City Council Annual climate action report 2022/23 Executive Summary



Introduction

I am pleased to introduce Sheffield City Council's first Annual Climate Progress Report, which outlines the actions that we are taking to tackle the climate emergency.

The climate emergency is arguably the most significant challenge we face globally. The consequences are already affecting us and will have greater impacts in years to come.

In response, the Council declared a climate emergency in February 2019 and, along with many other local authorities, has set a target for the local authority and the city to reduce greenhouse gas emissions to net zero by 2030. These ambitious targets are 20 years ahead of the Government's 2050 target for the UK to reach net zero.

Our target was set in 2019, in the run up to the 26th UN Climate Change Conference of the Parties (COP26), when there was hope that the 2030 target set by many local authorities would influence government to act at pace. Since then, the UK's Committee on Climate Change has published increasingly pessimistic reports of progress towards the government's net zero 2050 target in the UK. There needs to be an urgent step change in approach from government.

Policy, legislation and funding needed has not been delivered at the pace and scale needed. In some areas, funding has been cut drastically and positive interventions, such as the ban on the sale of new diesel and petrol cars from 2030 and the ban on new homes having gas boilers from 2025, have recently been revoked. A lack of clear, consistent national policy and funding for retrofit and solar has also resulted in national skills shortages and supply chain issues.

All of this will make it more difficult for Sheffield and other local authorities who have committed to achieving net zero by 2030, to achieve those targets - in Sheffield, we are seeing this impact on progress towards our net zero target, which is below where we would hope to be by now.

Despite a lack of action nationally, we are making real progress in Sheffield. This includes drawing in millions of pounds of funding to support people to improve the energy efficiency of their homes, particularly people on low incomes and with health conditions affected by cold. We are supporting businesses to reduce their emissions and are improving transport infrastructure to make it easier for people to make healthier travel choices. We are delivering changes that are not only protecting the planet, but saving local people money, improving air quality and health and wellbeing, and supporting our economy to grow and prosper sustainably, long term.

We are proud of the changes that we have achieved, and I would like to thank officers and fellow councillors for the hard work that has taken place behind the scenes. Most of all, I would like to thank citizens and organisations of Sheffield for their determination to join together and help us tackle the climate emergency.

At the same time there is still a lot that Sheffield needs to do, and we are very aware that the scale and pace of progress will need to increase if we are to achieve our ambitions. This ambition must be backed up by support from government and we will continue to make that case. I hope that by outlining our progress and the scale of change needed, we can inspire further action across the city.

Context

The human led changes to climate and the existential threat it poses to our society and economy are an accepted fact and, along with the majority of local authorities in the country, Sheffield City Council has declared a climate emergency. We were one of the first local authorities in the country to do so in 2019.

Along with many other local authorities, we have committed to working towards ambitious targets of 2030 for both the local authority itself and the city. Local authorities across the country have a range of targets. Nottingham City Council has a target to be carbon neutral by 2028, many are aiming to achieve net zero by 2030, and there are a variety of targets between 2030 and the legally binding target requiring the UK to achieve net zero emissions by 2050 (there is also a legally binding target for the UK to reduce emissions by 78% by 2035).

National progress towards net zero

The transition to net zero and to adapting to climate change are recognised as being amongst the greatest challenges of our time. There is clear evidence to indicate that the cost of investing in achieving net zero early will be far less costly than delaying or failing to keep global climate increases to a maximum of 1.5 degrees centigrade. However, the up-front investment and socio-economic and political challenges required to make progress at the necessary pace are exceedingly challenging. Governments globally, and local authorities in the UK, are not making the progress that is needed.

The UK Committee on Climate Change reports annually on national progress. [In June 2023 the committee reported](#) that their confidence in the UK meeting interim target has decreased in the last year, and that policy change is too slow. Particular attention was paid to the need to reform planning policy, to develop demand-side and land use policies, as well as to develop a consistent public engagement strategy to support individuals to make low carbon choices.

National local authority progress towards net zero

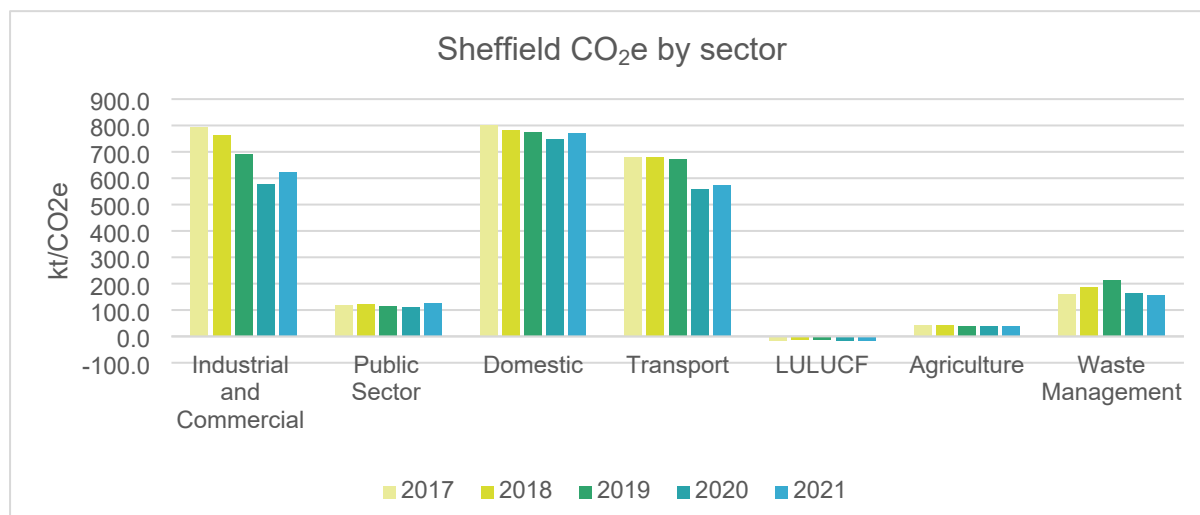
Local authority finance is in crisis nationally and Sheffield, like most other local authorities, is faced with severe challenges. Core funding for Sheffield City Council has reduced by £856 per household or 30% in real terms since 2010 and the Local Government Association estimate that by 2024/25 the real cost of delivering services for local authorities is expected to increase by 29% from 2021¹. This situation, coupled with the limited progress in national policy and investment, alongside the ongoing challenges of Covid, means that all local authorities are struggling to make the progress needed to tackle the climate emergency, both in terms of reducing

¹ [Save local services: Council pressures explained | Local Government Association](#)

emissions and planning for the adaptation that will be needed as the climate continues to change.

Sheffield's greenhouse gas emissions

The latest 2021 CO₂e emissions data set released by DESNZ shows that Sheffield has reduced emissions by 12% since 2017 and needs to reduce emissions by a further 68% to reach the 80% reduction that the Pathways to Decarbonisation report suggested might be achievable by 2030 (with the remaining 15% to reach the net zero target to be accounted for by large scale renewable generation).



Graph: Sheffield emissions by sector [Local authority and regional area greenhouse gas emissions dataset](#) for Sheffield's baseline year of 2017 to 2021, the most recent year for which data is available.

Sheffield City Council greenhouse gas emissions

The latest 2022 CO₂e emissions data indicates that Sheffield City Council has reduced emissions by 3% since 2019 and needs to reduce emissions by a further 77% by 2030 to reach the 80% reduction on 2019 emissions that the Pathways to Decarbonisation Report suggested might be achievable by 2030. However, due to the difficulty in accurately measuring council housing emissions, we cannot know this for certain.

Sector	2019 Baseline (tCO ₂ e)	Annual Change (%)			% change from baseline
		2020	2021	2022	
Domestic	149,951	unknown	unknown	unknown	unknown
Non-domestic	13,024	-13%	-4%	-12%	-27%
Fleet	6,175	-10%	+4%	+5%	-1%
Grey fleet	514	-36%	+34%	+24%	+6%
Streetlighting	3,871	-13%	-15%	-8%	-32%
TOTAL	174,724	-2%	0%	-1%	-3%

Table: Sheffield City Council emissions by Sector. Data supplied by SCC services for council baseline year of 2019 to 2022.

If we were to aim to reduce emissions by approximately the same amount each year, we would need to reduce emissions in each sector by the following per cent, per year from 2019 to achieve net zero by 2030:

- Non-domestic 7%
- Fleet 10%
- Grey fleet 11%
- Streetlighting 7%

We are unable to calculate the annual reduction needed in relation to housing emissions due to the lack of up-to-date emissions data since 2019.

Progress against the 10 Point Plan and routemap thematic areas

Whilst progress against the targets is limited, and there is still a lot to do, a great deal of work has been taking place. Wherever possible, interventions aim to achieve other benefits in addition to reducing carbon emissions, with benefits including reducing energy bills; increasing transport options; improving air quality; improving health and well-being; increasing skills for the transition to a net zero economy and adapting to the increasingly extreme weather that is being caused by the changing climate. Some of the key activity is outlined below.

Preparatory and structural work to position the council and city to make progress at greater scale

- Improving governance, monitoring and programme management;
- Carrying out feasibility studies on large infrastructure projects, including the expansion of the district heat network;
- Working with other cities, the private sector and the Connected Places Catapult to explore options for accessing large scale investment and taking part in a Government pilot to explore the potential for expanding our district heat network to provide affordable and low energy heat for homes and businesses;
- Using our planning and regulatory plans to shape the city in a way which will help the city meet its climate and nature recovery commitments.

Delivering interventions that can directly reduce the emissions in the local authority and city

- Millions of pounds of funding secured to deliver transport infrastructure improvements to make it easier and safer for people to travel sustainably and healthily – we have delivered school streets to make it safer for children travelling to and from school and to reduce pollution around schools; cycle

infrastructure and active travel neighbourhoods which also improve air quality and noise levels;

- Securing £4m of Social Housing Decarbonisation Funding (SHDF 2.1) which will upgrade 374 council homes currently below Energy Performance Certificate (EPC) C to bring them up to that standard. It will support the installation of energy performance measures to help deliver warm, energy efficient homes, reduce carbon emissions, tackle fuel poverty, support green jobs, develop the retrofit sector and improve the comfort, health and wellbeing of our social housing tenants.
- 354 council homes will have their external walls insulated under External Wall Insulation (EWI) phase 2, which went live in October 2023 and External Wall Insulation (EWI) phase 3, which went live in July 2023.
- Delivered £1.5m of decarbonisation projects (£1.1m secured from Phase 1 of Public Sector Decarbonisation Scheme) including draught proofing and a new building energy management system at Town Hall; air source heat pump, 20kWp solar PV and LED lighting at Acres Hill Store and LED lighting and 32kWp solar PV at Moor Market.

Drawing in millions of pounds of funding to make it easier for residents and businesses to access advice, support and grants to reduce their emissions

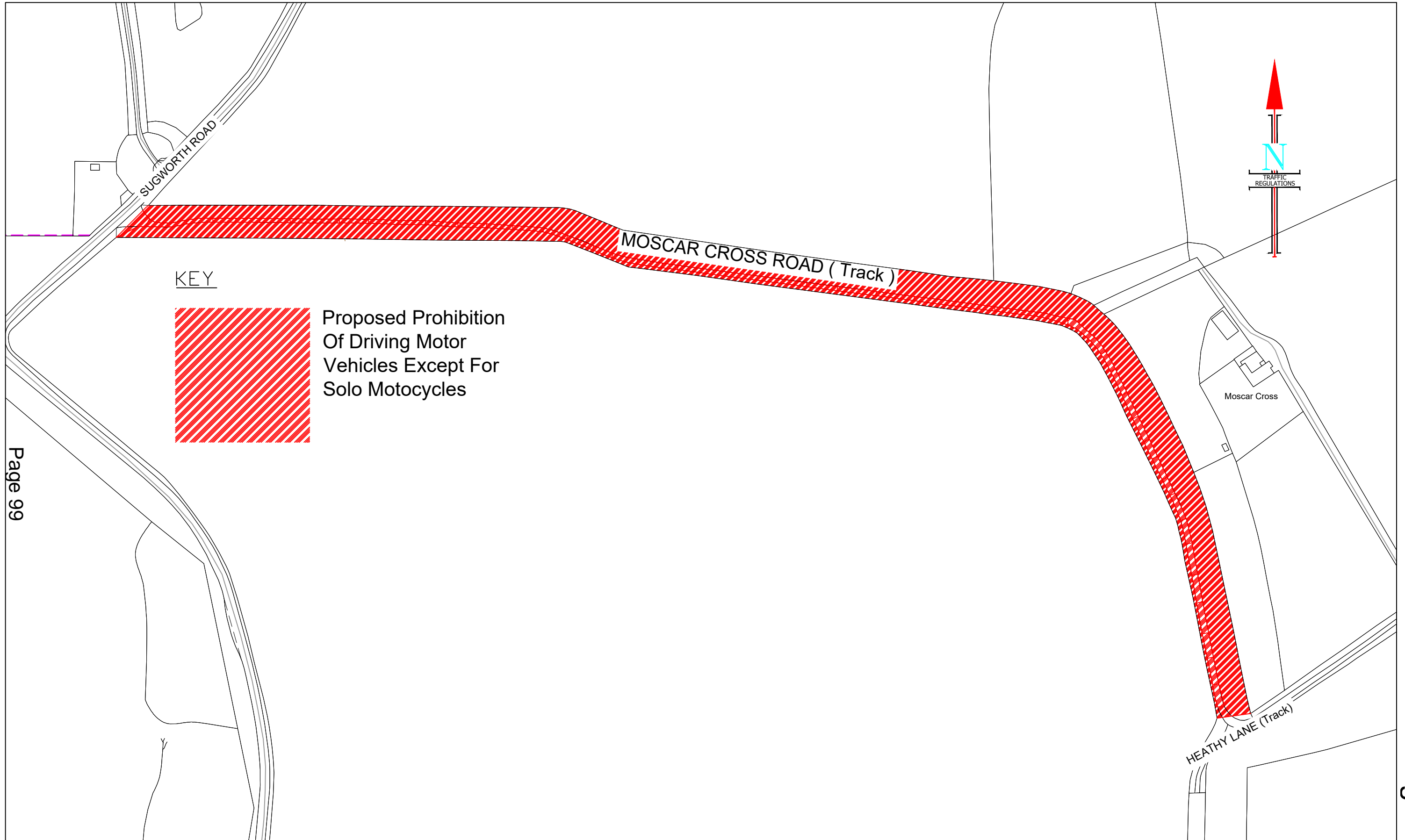
- Millions of pounds of funding has been brought into the city to provide energy efficiency grants that help reduce carbon emissions and support residents in the face of the cost of living and energy crises. [Warm Homes Sheffield](#) is a partnership with energy experts AgilityEco, that provides a single route to access energy advice and different sources of grant funding to help Sheffield residents to reduce energy use and stay warm and well;
- Housing support has focused particularly those on low incomes and living in homes with low energy efficiency, and with health conditions affected by the cold.
- Almost £4.5m of support have been provided for businesses and community and cultural organisations to reduce their emissions and save money on energy;
- Securing funding to install electric vehicle charging points, including for new on street chargepoints in residential areas with high levels of demand for electric vehicles and low levels of off-street parking.

Adapting our city to the changing climate

- Our climate is changing and we are already experiencing more frequent and more extreme weather events than the average for the industrial era. We are increasing our focus on adapting the city to thrive despite the changing climate.

- We have invested in improved flood defences and our river flood defences and work with communities, and our approach to nature based solutions and Sustainable Urban Drainage (SuDS). This includes the award winning Grey to Green and innovative natural flood management with partner organisations and landowners is paying dividends. During recent extreme rain events, despite record breaking rain, several hundred properties were prevented from flooding that would have flooded without intervention.

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TRANSPORT PROJECTS SERVICE
 STRATEGIC TRANSPORT,
 SUSTAINABILITY & INFRASTRUCTURE
 5th FLOOR, HOWDEN HOUSE
 1, UNION STREET, SHEFFIELD, S1 2SH
 E-mail Scheme.Design@Sheffield.gov.uk
Tom Finnegan-Smith - Head of Service



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Client	SHEFFIELD CITY COUNCIL
Scheme	Moscar Cross Road
Drawing Title	Proposed Traffic Regulation Order

All other restrictions omitted to aid clarity.

Drawing No.	SK-DA-MCR-TRO
DRAWN BY	AK
CHECKED	
Scale	1/2000
Date	20/03/23

A3

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Report to Policy Committee

Author/Lead Officer of Report: (*Jamie Proctor, Senior Technician*)

Tel: 0114 205 6614

Report of: *Executive Director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *11th December 2023*

Subject: *Report receipt of objections to the proposed Prohibition of Driving except for solo motorcycles on Moscar Cross Road.*

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? (488)				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

Purpose of Report:

To report receipt of objections to a proposal to introduce a Traffic Regulation Order (TRO) and to seek approval to make the order after having considered those objections.

The effect of the order would be to introduce a Prohibition of Driving except for solo motorcycles on Moscar Cross Road, which is a byway open to all traffic.

The report includes the objections received and officer responses to those objections.

Recommendations:

That having considered the representations received and having determined that the reasons to support the proposals outweigh any unwithdrawn objections, it is recommended that:

- The Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984;
- The prohibition of driving except for solo motorcycles on Moscar Cross Road is introduced as shown on Appendix A attached, by installing regulatory traffic signs, lockable gates and an adjacent bridle gate.
- The objectors are informed of this decision.

Background Papers:

Appendix A: Traffic Regulation Order Plan

Appendix B (at the bottom of the report): Consultation Responses including objections received

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: Adrian Hart
	Legal: Richard Cannon
	Equalities & Consultation: Ed Sexton
	Climate: Mark Whitworth
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	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: <i>Jamie Proctor</i>	Job Title: <i>Senior Technician</i>
Date: 30.11.23	

1. PROPOSAL

- 1.1 Moscar Cross Road is a byway open to all traffic (BOAT).
- 1.2 The definition of a 'BOAT' is 'a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used'. Most of these highways do not have a surface suitable for general motor traffic and their use, in certain weather conditions, can cause safety issues and costly damage to surface material.
- 1.3 The area where it is proposed to introduce the Traffic Regulation Order (TRO) regularly suffers from damage during the winter months and consequently in recent years the Public Rights of Way Service has requested the introduction of temporary traffic orders to prohibit some motor vehicles. The current proposal is for a permanent TRO which if implemented would prohibit the driving of motor vehicles except for solo motorcycles at Moscar Cross Road during the period 1st October to 31st May, location identified in Appendix A. This would prevent the use of the route by 4 wheeled motorised vehicle modes that are causing the majority of the damage to highway infrastructure during the wettest months.
- 1.4 The proposed restriction would be implemented by installing the appropriate regulatory signs, a lockable gate and a bridle gate. The bridle gate will enable access for walkers, cyclists, horse riders and solo motorcyclists. Solo motorcycles are exempt from the restriction as the evidence suggests that 2 wheeled vehicles are not the main cause of damage to the byway infrastructure. Also, there are no physical restraint measures that restrict solo motorcyclists but allow other users through. At present, a Prohibition of Driving restriction is enforced by South Yorkshire Police. The Police are unlikely to support a prohibition that may become a burden in terms of enforcement demands.
- 1.5 Those that require access to adjacent land will be exempt from the restriction and provided with an access key for the gate.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The purpose of the proposed scheme is to restrict usage of the track by motorised vehicles such as large 4x4's who cause the majority of the

damage suffered during the winter months. This should improve the condition of the ground for other users making the track more accessible.

- 2.2 The council has received numerous complaints from local residents about the condition of the byway particularly during the wettest months of the year. Complaints have also been received from recreational users who found the path impassable and unsafe at times. The current byway dissects two fields of relatively soft ground and can retain a lot of water during wet weather conditions.
- 2.3 The Council has a duty to maintain the byway at public expense. The rising cost of maintenance of this section of Highway is not sustainable when available funding has declined. On some occasions when the route is in a particularly poor state the route is closed by the Council to all users in the interests of safety. This requires a temporary traffic order and there is a cost to make a temporary order each time one is made. Whereas there is a one off cost for the making of a permanent order and this would only restrict motorised vehicles.
- 2.4 In order to reduce the damage caused and to negate the need for an annual temporary restriction a permanent prohibition of driving motor vehicles except for solo motorcycles was advertised, as shown in the original plan in Appendix 'A'. This would reduce the damage to the track considerably, helping to conserve and promote the opportunities and accessibility for all users to enjoy. At the end of the formal objection period 7 objections were received and 9 emails of support were also received.
- 2.5 The proposed traffic regulation order aligns with the Council's rights of way policy 7 of our rights of way improvement plan. This states that we will identify those BOATs whose usage by vehicles is inappropriate to the area and will consider TROs to prohibit specified types of vehicular use.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The proposed prohibition of motor vehicles except for solo motorcycles Traffic Regulation Order (TRO) on Moscar Cross Road was advertised on 31st August 2023 by Notice in the local press, street Notices were placed on Moscar Cross Road and consultation letters delivered or emailed to affected properties inviting comment on the proposals. Local Ward Members, Bradfield Parish Council and Statutory Consultees were consulted.
- 3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection* [to the making of a Traffic Regulation Order] *shall be made in writing*". However, All TRO notices and advertisements also allow for objections to be made by email.

3.3 CONSULTATION REPONSES

There have been 16 responses to the consultation, 7 of these are formal objections and 9 support the proposal. These are presented in Appendix 'B' which is at the bottom of this report.

Officers have replied to all respondents with an acknowledgement of their response or answering specific questions and clarifying the proposals so that they are fully informed before making formal representations or objections to the scheme.

All 7 objectors indicated that they support the aims of the proposal but objected because it does not include motorcycles. They feel that motorcyclists will cause damage to the byway particularly in wet weather and soft ground. 3 objectors specifically commented they are the most numerous of motor vehicle using this route and therefore must also be restricted during the winter months;

1 objector commented that damage will still be an issue due to solo motorcycle access and therefore will not have solved access problems for horse riders.

An objector provided photographs of the damage but it was apparent that these were from around a 10 years ago and do not show the exact damage cause by solo motorcycles. Only large ruts and tracks caused by other modes are shown with lighter tracks between said to be caused by solo motorcycles. This is not deemed enough evidence to restrict solo motorcycles.

1 objector raised concerns about the definition of solo motorcycle and that this may cover use of off-road side cars, however a definition is provided within the Traffic Signs Regulations And General Directions 2016 (TSRGD) states "a motorcycle without a side car". The Council will sign the restriction in accordance with the TSRGD so as to properly indicate what is restricted.

There were 9 supportive comments.

7 of which commented on the amount of damage that that is being caused to the track. 3 commented about the nuisance caused by vehicles getting stuck in the mud on this track for those living nearby. There was concern that vehicles may ultimately cause damage to services however it cannot be substantiated if there are services in this area.

2 supporters specifically indicated that they supported the exemption of solo motorcycles; 1 of which commented that they did not believe that solo motorcycles caused the damage and that it is inconsiderate use of heavier and more powerful vehicles;

3 commented on the benefit that the restriction will bring to the natural

environment of the area.

1 comment of support stipulated that the Council must monitor the effectiveness of the TRO and the condition of the route and to include solo motorcycles within the restrictions if damage is seen from their continued use.

Sheffield City Council believe that prohibiting solo motorcycles would attract more objections to the scheme without necessarily contributing to the aims of the scheme.

There is no evidence to justify including the prohibition of solo motorcycles but if the decision to make the Order is made the situation will be monitored and reviewed after one year to determine if it has achieved its aims. The Council could seek to modify a made order in due course should there be cause to do so – such an order would be subject to the statutory procedure as a proposal in its own right.

3.4 OTHER CONSULTEES

South Yorkshire Police are supportive of the TRO provided physical restraint measures are used to make the order self enforcing. South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive have made no comments.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

The proposed measure will improve accessibility and safety of the Byway OAT, enabling better access for all walkers, cyclists, horse riders and solo motorcyclists.

The scheme may have an impact on disability as not everyone can enjoy Moscar Cross Road without a motor vehicle due to the uneven ground and steep nature of the track. The track however becomes unsuitable in these winter months for all travel methods, including larger motorised vehicles at times, such is the damage that is caused, resulting in the potential for members of the public to become stranded. All traffic will be able retain access during the summer months when the ground conditions are more suitable.

4.2 Financial and Commercial Implications

The financial costs over the past decade to maintain the byway totalled £15,073 (see Table 1 below). The proposed restriction will reduce the level of maintenance required.

Table 1: Highway Maintenance Costs – Moscar Cross Road

Date	Cost	Item
May 2013	£620	Level and re seed
May 2015	£650	Level and re seed
May 2016	£495	Level and re seed
June 2017	£1,748	Level and re seed and fill holes
May 2018	£540	Level and re seed
May 2019	£540	Level and re seed
May 2020	£970	Level and re seed and fill holes
June 2021	£1,800	Level and re seed and fill holes
Feb 2022	£2,015	TTRO on safety grounds
May 2022	£2,450	Level and re seed and fill holes
Jan 2023	£2,015	TTRO on safety grounds
May 2023	£1,230	Level and re seed and fill holes
Total	£15,073	

The proposed scheme costs:

The bridle-gate is to be funded by the British Horse Society.

The Traffic Regulation Order (TRO), officer time and regulatory signs = £6098, to be funded by the Strategic Transport, Sustainability and Infrastructure budget.

4.3 Legal Implications

The Council has the power to make Traffic Regulation Orders (TROs) under section 1 of the Road Traffic Regulation Act 1984 (“the 1984 Act”) which include any provision prohibiting, restricting or regulating the use of a road, or any part of the width of a road, by vehicular traffic of any class specified in the order. A byway open to all traffic qualifies as a road and may be subject to a TRO.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the 1984 Act - this includes:

- the avoidance of danger to people or traffic, or
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; or
- for preventing damage to the road or to any building on or near the road.
- This proposal is considered to fulfil the aforementioned purposes.

Before the Council can make a TRO, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations") as well as take such steps as it considers appropriate for ensuring that adequate publicity is given to the proposed order. This includes the display of notices on street. The Council has complied with these requirements.

The Council is required to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are presented for consideration in this report.

In deciding whether to make a TRO, the Council must have regard to its duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway, so far as practicable while having regard to the matters specified below:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the Council to be relevant.

The proposal detailed in this report is considered to align with the objectives of the aforementioned duty.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.

The Council has duties to maintain the highway which is the subject of

this proposal (under section 41 of the Highways Act 1980) and also to assert and protect the rights of the public to its use and enjoyment (under section 130 of the Highways Act 1980). It is in the interests of both of these duties that the Council is seeking to restrict its use by making a TRO.

The Council has a further duty under section 149 of the Equality Act 2010 (the public sector equality duty) in the exercise of its functions to have regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it

The proposed measures described in this report are considered to comply with this duty.

4.4 Climate Implications

A prohibition of driving of motor vehicles except solo motorcycles restriction will preserve the character of the as a byway open to all traffic and preserves the area's natural beauty.

Greater accessibility and safety of the byway improves walking routes and promotes active travel activities by making the route more attractive to users.

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

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 An alternative option would be to propose a prohibition of driving TRO without an exemption for solo motorcycles. However, it could not be justified as there is no evidence to suggest this type of vehicle is causing infrastructure damage to Moscar Cross Road and the Police would not be willing to support the restriction without physical restraint measures that restrict solo motorcyclists.
- 5.2 An alternative option is to do nothing. This option would result in the Council bearing the increasing maintenance costs of the infrastructure damage and may need to deny public rights of access due to the risk of injury.
- 5.3 There is also an issue posed around sustainability, constantly repairing the highway is not a sustainable use of limited natural resources.

- 5.4 The proposed measures do not incur any adverse effects on either the climate or the economy.

6. REASONS FOR RECOMMENDATIONS

If a decision is made to proceed with the proposed TRO then the byway will not be subjected to the same level of damage, the safety and access of all other users will improve and the current maintenance costs and use of resources will reduce significantly. The measure will be reviewed to ensure damage is not caused solo motorcycles. The Council will also keep the scheme under review to monitor changing weather conditions and ensure the restriction time period remains effective.

There is no other alternative suitable to alleviate the issues.

Having considered the response from the public and other consultees it is recommended that the TRO for the prohibition of driving motor vehicles except for solo motorcycles on Moscar Cross Road be made and implemented as the benefits of the scheme in terms of access, safety and sustainability are considered to outweigh the objections raised.

Appendix A

See “Appendix A” attachment.

**Appendix B
Objections/ Comments**

Objections	
The following responses were received as letters. In each of these cases, the main body of the letter has been lifted into this document unedited. Initial titles, names and addresses have been omitted.	
Objection	<p>Peak District Green Lanes Alliance response to Sheffield City Council consultation on seasonal TRO for Moscar Cross Road</p> <p>We welcome Sheffield’s decision to use a seasonal Traffic Regulation Order to protect Moscar Cross Road from the damage being caused to its surface by recreational motor vehicles during the wet months of the year, but we but oppose the intention to exempt motor cycles. We also think that Sheffield should cite other legal grounds for the TRO in addition to the need to prevent damage to the road.</p> <p>Motor cycles</p> <p>According to the most recent user logging data published by the Peak District National Park Authority (2016), two thirds of the motor vehicle use of the Moscar route is by motor cycles. We have been monitoring and photographing motor vehicle damage to this route ourselves since 2018.</p>

In our observation it is not only 4x4s that do the damage. Because it has a soft grassy surface with no underlying stone or rock and is on a hill, in the wet months of the year the Moscar route is especially vulnerable to damage by motor vehicles of all kinds. As far as 4x4s are concerned it is the weight of the vehicle which is the significant factor. With motor cycles the damage is caused by the wheel spin and gouging of the surface resulting from having to rev hard to get uphill on wet ground. This leads to the creation and spread of parallel sets of motor cycle ruts across almost the whole width of the track. This is typical of motor cycle damage on soft uphill ground. It is obscured on Moscar by the overlay and scale of 4x4 damage, but it happens every year. If Sheffield presses on with its current intention to allow motor cycles to use the route during the wet/winter months, the Authority will have to monitor the route throughout the coming winter and will find itself having to bring in a new TRO to include motor cycles this time next year. This will be a waste of time and public funds and will allow the route to be damaged for a further twelve months.

We were surprised to see that the proposed TRO allows motor cycles to use the Moscar route all year round. The reason for our surprise is that at the site meeting earlier this year, all the organizations representing user groups at that meeting were in agreement that there should be a seasonal TRO excluding all types of motor vehicles. This included the local user groups that represent motor cyclists. We therefore wonder what possible reason Sheffield has for exempting motor cycles from the TRO.

Grounds cited for the TRO

Under the Road Traffic Regulation Act 1984, highway authorities can make a TRO on a variety of legal grounds. So far Sheffield is citing for a Moscar TRO only one of the legal grounds available to you. We think that in addition to 'for preventing damage to the road', other legal grounds also apply. These are: 'for preserving the character of the road where it is especially suitable for use by persons on horseback or foot'; and 'for conserving the natural beauty of the area and affording better opportunities for the public to enjoy the amenities and the study of nature in the area'. The former applies because the route is a byway open to all traffic, defined in law as a route used mainly by people on foot or horseback. The latter applies because the Moscar route is in a national park and alongside a SSSI, which, as you and the South Yorkshire Police know, has been repeatedly damaged by 'off-piste' driving by recreational motor vehicles.

To recapitulate, we welcome Sheffield's recognition of the need for a TRO and willingness to act but call on you to revise the terms of the TRO so that it includes motor cycles.

Officer Response by email

I note your response regarding the exception for solo motorcycles, and that you oppose this. Having considered whether to include solo motorcycles within the restriction, the view was taken not to include them as it is not felt that solo motorcycles are causing damage to the route. However as we are proposing to prohibit all motor vehicles, other than solo motorcyclists, from using the route it will provide a good opportunity to monitor the effectiveness of the Traffic Regulation Order (TRO) in its proposed guise. If the route suffers excessive damage it will support the amendment of the TRO to include all motor vehicles including motor cycles.

I should appreciate it if you would review your objection and if you still wish for your objections to stand please confirm that this is the case. If you do wish to object to the non inclusion of solo motorcyclists in the proposed order then your objection will be treated as a formal objection. Your objection will be reported to

	<p>a future meeting of the Transport, Regeneration and Climate Committee where Members will review the reasons for wishing to implement the order together with objection(s) received. It is likely that the first opportunity to present a report to Committee will be December.</p> <p><u>Further comments made via email in response to officers email</u></p> <p>We definitely want our objections to stand and be treated as a formal objections. We would welcome the opportunity to explain our views to the appropriate committee.</p> <p>We are quite convinced that solo motorcycles do cause damage. In our experience, whilst 4x4s are obviously damaging because of their weight, they tend to travel slower and possibly in smaller groups. Motorcycles are usually driven faster and often travel in groups of up to a dozen or more. I, myself, have observed motorcycles projecting a plume of churned-up soil behind them, particularly when the back wheel is being spun (either deliberately or inadvertently). Overall we don't believe there is much difference between a typical 4x4 and a typical motorcyclist when it comes to damage. Moreover monitoring of usage has shown motorcycles to be the most numerous of "green lane" mechanically propelled vehicle users in the Peak District.</p> <p>Unfortunately I do not have a photograph of a motorcycle spewing out a plume but I attach two photos of Moscar Cross Road which I believe do show unequivocal evidence of motorcycle damage. In the worst affected section of Moscar Cross Road it is difficult to distinguish individual motorcycle tracks but these two pictures are taken in the field at the top of the worst section and show single tracks not obviously parallel to any other.</p> <p>In the second photo a single headed arrow identifies a single track crossing a double one. A double headed arrow then shows significant rutting where this single track crosses what is probably part of a double one. Note that the bad rutting starts before the crossing point and is therefore not attributable to the vehicle cutting the double track.</p> <p>While we accept your point that motorcycle damage would eventually be proved if 4x4 vehicles were successfully excluded, we are completely baffled by why you did not go for exclusion of all mechanically propelled vehicles from the start, given that the representatives of their responsible user groups accepted this. You would seem to have been pushing at an open door. Obviously acceptance by user groups does not preclude objections from individual users, but it would have given you justification for your action. Furthermore since motorcycles are likely to be the most numerous vehicles using Moscar Cross Road, your proposed TRO could be regarded as missing most of the problem.</p> <p>However, whilst damage is striking and a useful spur to action, attributing responsibility for it is always going to be contentious. Therefore we re-iterate our belief that damage should not be the only, or main reason, for excluding mechanically propelled vehicles from BOATs. We have seen a number of routes where the Peak District National Park Authority successfully used conserving the natural beauty and affording better opportunities for the public to enjoy the amenities of the area as grounds for a TRO. We would urge you to consult them and use their experience with the framing of a seasonal TRO for Moscar Cross Road.</p>
Objection	Sheffield TRO Consultation, Moscar Cross Road, Peak Horsepower response

Peak Horsepower represents the interests of horse riders in the Peak District National Park. Bridleway groups and riding clubs throughout the Peak District are affiliated to us and we have over 400 individual members, including riders based in Sheffield.

Along with other organisations representing non-motorised users, we have been pressing for some time for a Traffic Regulation Order excluding 4x4s and motorbikes from Moscar Cross Road. As far as horse riders and carriage drivers are concerned, the damage done to the surface of the route by motor vehicles is so great that the route is impassable for the majority of the year. We therefore welcome Sheffield's acceptance that a TRO on the route is necessary.

Period of closure

We support a seasonal TRO and agree that the period of closure should initially be from 1 October to 31 May. We think that the period of closure must be kept under review. As climate change takes effect, the increase in rainfall and in the intensity of rainfall may be such that Sheffield finds that October is too late, and May too early, to protect the route and access or non-motorised users.

Motorcycles

We do not agree that motorbikes should be excluded from the TRO and we are surprised that this is what Sheffield is proposing. We are surprised because at the on-site site meeting convened by Sheffield and attended by all the relevant user groups, ourselves included, the motorcycle organisations represented agreed on and welcomed a seasonal TRO and gave no indication that they thought it should not apply to them.

Motorcycles should be included in the TRO because in the wet months of the year motorcycles going uphill on soft ground make ever widening sets of parallel vehicle ruts. On Moscar these ruts eventually stretch across the entire width of the route making it at best difficult and at worst dangerous for horses. This problem was evident long before 4x4s discovered and started to use the route. Every winter, the 4x4 ruts are now so severe and widespread that they obliterate or obscure motorcycle ruts. This may be why Sheffield Highways/Rights of Way seem to be unaware of the impact which motorbike use has on equestrian safety and access on the Moscar route.

Our advice is that if Sheffield insists on excluding motorcycles from the seasonal TRO, it will a) not have solved the access problem for horse riders, b) will need to monitor the impacts of motorcycle use and c) will in all probability have to start another TRO consultation for the winter of 2024/25.

Carriage drivers

We are unclear how the TRO as proposed will affect carriage drivers. Our understanding of Sheffield's intentions is that bridleway gates at both ends of the route will enable continued access by ridden horses all year round. However, if the farm gates are to be locked to prevent use by 4x4s, it appears that carriage drivers, who have a legal right to use the route, will be locked out and denied access. We think that this will be illegal. The solution to this issue may be to include horse-drawn vehicles in the scope of the TRO, but it is difficult to see what the statement of reasons could say to justify their exclusion that would not also apply to motorcycles.

Motorcycles are far and away the largest vehicular user of the route (see PDNPA 2016 monitoring data), they tear at and gouge the surface as they go uphill, and they do much more damage to a soft surface than the very occasional horse-driven vehicle. It is therefore unclear why Sheffield thinks it is in order to lock out carriages but permit motorcycles to use the route in all weathers. We think that the best way to deal with the legal and fairness issues arising from the legal rights of carriage drivers is to treat all wheeled vehicles equally, ie revise the proposed terms of the TRO so that it includes wheeled

vehicles of all kinds – motorcycles and carriage drivers as well as 4x4s.

Additional grounds for TRO

We think that there are legal grounds for a TRO over and above ‘for preventing damage to the road’, the only ground so far given as a reason for the TRO. We explain in the following paragraphs why additional legal grounds apply.

‘Especially suitable for persons on horseback’

‘For facilitating the passage on the road or any other road of any class of traffic’
The route is a Byway Open to all Traffic, a class of way on which horse riders (and walkers) are defined in law as the majority user. As there are no bridleways in the area Moscar Cross Road is of particular value to riders as it is the only off-tarmac route available to them.

For preserving or improving the amenities of the area through which the road runs’

The amenity which the Moscar route affords to walkers, horse riders, mountain bikers, and people who use rugged mobility scooters will be preserved and improved through a seasonal TRO as the TRO will restore to them access and enjoyment of the route.

‘For the purposes of conserving or enhancing the natural beauty of the area’.
The route is in an otherwise beautiful, tranquil and remote-feeling part of a national park. It adjoins an SSSI which has been damaged by 4x4s and motorbikes. It is an ancient packhorse route. In their decision making, all highway authorities are obliged by law ‘to have regard to the purposes of the national parks, this includes the national parks’ primary purpose of ‘conserving and enhancing natural beauty, wildlife and cultural heritage’. In citing ‘for the purposes of conserving and enhancing the natural beauty of the area’ as one of its reasons for a TRO, Sheffield will be well within the scope of its powers and duties. In fact, its duty to support the purposes of the national park place it in a position to use a permanent 24/7 TRO should it be so minded.

Officer response via email

Thank you for your comments in the letter dated 2009.23 on the proposal for a seasonal prohibition of driving motor vehicles on Moscar Cross Road.

Having considered whether to include solo motorcycles within the restriction, the view was taken not to include them as it is not felt that solo motorcycles are causing damage to the route. However as we are proposing to prohibit all motor vehicles, other than solo motorcyclists from using the route, it will provide a good opportunity to monitor the effectiveness of the Traffic Regulation Order (TRO) in its proposed guise. If the route suffers excessive damage, it would support an amendment of the TRO to include all motor vehicles including motor cycles.

We will also keep the proposals under review regarding the period of closure.

Carriage drivers - We intend to keep the route available to horse drawn carriages by erecting the same signs at each end that we have on several of our Restricted Byways, namely that a key can be made available for any horse drawn carriage drivers that contact us for use when the main gates are locked.

Further comments made via email in response to officers email

Many thanks for your message and for the explanation about dealing with

	<p>carriage driver rights. But peakhorsepower still objects to the TRO not including motorbikes. Is there a way we can lodge this objection with the relevant committee?</p>
<p>Objection</p>	<p>The Sheffield City Council (Moscar Cross Road)(Prohibition of Driving) Order 2023</p> <p>GLEAM campaigns for the rights of walkers, horse riders, pedal cyclists, carriage drivers and disabled people to use green lanes (byways open to all traffic and unsealed unclassified roads) without the danger, difficulty and inconvenience caused by recreational motor vehicle use.</p> <p>We would like to make the following comments on your proposed traffic regulation order (TRO) on a section of the byway open to all traffic called Moscar Cross Road.</p> <p>The criteria for the exercise of Sheffield City Council’s power to restrict use of a road by a TRO are set out in sections 1 and 122 of the Road Traffic Regulation Act (RTRA) 1984. Section 1(1) says that the council may make a TRO “<i>where it appears to the authority making the order that it is expedient to make it</i>” for one or more of the reasons specified in sections 1, 22 and 22A of the legislation.</p> <p>Your statement of reasons gives only one of the reasons specified in the legislation i.e. for preventing damage to the road (subsection 1(b) RTRA 1984). We think that you could include other reasons, e.g. preserving the character of the road where it is especially suitable for use by persons on horseback or foot, as a byway open to all traffic (BOAT) which is by definition mainly used by horse riders and walkers (subsection 1(e) RTRA 1984), and conserving the natural beauty of the area and affording better opportunities for the public to enjoy the amenities and the study of nature in the area, being part of the Peak District National Park and adjacent to an SSSI (section 22 RTRA 1984).</p> <p>Subsection 122 (1) says that it is the council’s duty to exercise the power to make TROs “(so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)”. Among the matters in subsection (2) are “(b) the effect on the amenities of any locality affected” and “(d) any other matters appearing to .. the local authority to be relevant”. We think that the tarmac roads in the area provide more expeditious alternatives for motor vehicles than the BOATs in the area. Furthermore if motorised users wish to use BOATs, they will continue to be able to use the remainder of Moscar Cross Road, and the linking BOATs known as Heathy Lane and Stake Hill Road. But the safety and amenity of non-motorised users of the TRO’d section of Moscar Cross Road will be significantly improved, especially if the TRO prohibits motorcycles and is all year round. We note that most of the public rights of way in the vicinity of Moscar Cross Road are BOATs, so that walkers, horse riders and mountain bikers are likely to make significant use of Moscar Cross Road; the proposed TRO will make it more suitable for their use and improve their amenity.</p> <p>We think that you should include motorcycles in the TRO. This is because they also cause damage to the soft surface of Moscar Cross Road. The Peak District National Park’s Route Summary Report (enclosed) includes figures from a vehicle logger they installed on the route in 2016; these show that</p>

motorcycles made up almost two thirds (64%) of the motor vehicles using the route. Their sustainability analysis undertaken in 2013, also included in the report, shows that most user groups would find the route hard to use because of the damage caused by that date, and that the character of the route was being affected by vehicular use.

We also think that the TRO should be all year round, not limited to the 8 months October to May. This is because climate change is leading to wetter weather, and to precipitation being more intense and not limited to the winter months. We enclose two photos from Google StreetView of the western end of Moscar Cross Road, from Sugworth Road, taken ten years apart in September 2011 and September 2021. These show that the damage to the partially surfaced area at this end of the route by motor vehicle use in wet summer weather has got worse over this period. If this increase in damage has occurred on a partially surfaced part of the route, the damage to the unsurfaced majority part must have been worse.

With regard to access to the countryside by disabled people, we point out that section 20 of the Chronically Sick and Disabled Persons Act 1970 (as amended) exempts mechanically propelled invalid carriages from TROs which prohibit motor vehicles. So users of powered invalid carriages (e.g. mobility scooters) can use Moscar Cross Road when the proposed TRO is in force. We think that it would be useful if you could consider mentioning this and other exemptions in the final TRO e.g. exemptions for motorised access to adjacent property by owners, occupiers and their visitors, and for motorised access by the emergency services and local authority. We note that you include some of these in other proposed TROs.

We support the TRO proposal but think it should be improved by including motorcycles and by being operative for all twelve months of the year.

Officers Response via email

Good Afternoon,

Thank you for your comments on the proposal for a seasonal prohibition of driving motor vehicles on Moscar Cross Road.

I can inform you that having considered whether to include solo motorcycles within the restriction, the view was taken not to include them as it is not felt that motorcycles are causing damage to the route.

I also note your comments regarding to make the proposals all year round rather than seasonal. Again it was not felt that the restrictions are necessary at this point to be implemented all year round.

If the proposed restriction is implemented, we would monitor its effectiveness and may propose to make further changes, if they are found to be required.

Further comments made via email in response to officers email

Thank you for acknowledging and responding to GLEAM's comments on this order.

We disagree with your view that motorcycles are not causing damage to the route. We are familiar with green lanes which run over similar upland grassland

	<p>in other parts of England and Wales, where motorcycles were the majority motorised user and caused significant damage to the soft grass/earth surface of the routes until prohibited by traffic regulation orders.</p> <p>In the specific case of Moscar Cross Road, colleagues in the Peak District Green Lanes Alliance have provided us with the attached photos of Moscar Cross Road, taken in March 2013 and March 2014, i.e. in the same year or one year later than the sustainability analysis in the Peak District National Park Authority report enclosed with our letter. These photos confirm the sustainability analysis, that the route showed serious signs of damage (i.e. ruts) due to motor vehicle use in 2013, and illustrate that some of these ruts were made by motorcycles, not by other motor vehicles.</p> <p>We therefore continue to object to your exclusion of motorcycles from the proposed order.</p>
<p>The following responses were received by email. The main body of each email has been copied across and remains unedited. Names and addresses have been omitted.</p>	
<p>Objection</p>	<p>I have been asked by Bradfield Parish Councillors to forward the following comments in regard to the proposed TRO.</p> <p>Bradfield Parish Councillors would wish to support the suggestion by The Peak District Green Lanes Alliance, Friends of the Peak District, the Peak and Northern Footpath Society and urge Sheffield City Council to include motorcycles in the seasonal ban. Councillors agree that the idea of allowing just single motorcycle to use the route will not reduce the amount of motorcycle use in the winter/wet months. Groups of motorbikes will be free to wait at the beginning of the track and then go up it one by one. Nor would use by one motorbike at a time be possible to enforce.</p> <p>The reason Councillors believe that all motorcycles should be stopped from using the Moscar route during the wet months of the year is that the track is all grass with no underlying hard surface and it is on a hill. This makes it peculiarly vulnerable to damage from motorised trail bikes revving hard to get sufficient traction to get themselves uphill in bad weather when the ground is wet. Councillors are of the opinion that Sheffield City Council will find that if they allow continuing use by motorbikes during the wet months of the year, they will inevitably have to start the traffic regulation order process all over again next year, with all the cost, time and continuing damage involved.</p>
<p>Objection</p>	<p>PNFS Ref:- SH-BRA-185</p> <p>I represent the Peak & Northern Footpaths Society in Sheffield as that Society's Area Officer. The Society was founded in 1894 to campaign for the protection and improvement of public rights of way and other routes mainly used by non motorised members of the public.</p> <p>The legal definition of a Byway Open to All Traffic (BOAT) is a route used mainly on foot or horseback but which carries vehicular rights (section 66(1) of the Wildlife & Countryside Act 1981). These vehicular rights are invariably 'historic' rights dating back to the age of horse-drawn vehicles. However, the law as it is now, equates historic 'vehicular' rights with rights for modern 'vehicles' i.e. motorbikes and other four-wheeled vehicles, which are mechanically propelled.</p> <p>We endorse the response of the Peak District Green Lanes Alliance (PDGLA).. The Society cannot understand why motorbikes are going to be exempted from the proposed TRO, when everyone present at the site meeting, including myself, agreed that ALL mechanically propelled vehicles (MPVs) should be subject to the seasonal TRO. There seems to have been no credible</p>

	<p>explanation of this decision.</p> <p>Motorbikes, aka trailbikes, can do serious damage to the unsealed surface of a public highway like Moscar Cross Road, as highlighted by the PDGLA.. It makes no sense to this Society to exclude them from the seasonal TRO, especially when even the representatives of the relevant MPV lobby attending the site meeting agreed that all MPVs should be included in the seasonal TRO.</p> <p>This Society also concurs with the PDGLA submission that the relevant legislation enables the Authority to widen the scope of the proposed TRO beyond simply avoiding damage to the surface of the highway concerned.</p> <p>We urge Highway Authority officers to reconsider the draft TRO to take account of the above comments and those of the PDGLA.</p>
<p>Objection</p>	<p>Moscar Cross Road – Prohibition of Driving</p> <p>Sheffield City Council (SCC) proposes to introduce a Traffic Regulation Order (TRO) to prohibit the driving of motor vehicles (except solo motorcycles) between the 1st October and 31st May each year on Moscar Cross Road between Sugworth Road and Heathy Lane. We strongly support the proposed seasonal TRO except for the exclusion of solo motorcycles – they must also be excluded from the route during the same time frame as all other motorised vehicles.</p> <p>Issues</p> <p>Moscar Cross Road, a Byway Open to All Traffic (BOAT), lies within the Peak District National Park in the Eastern Moors, a sparsely settled landscape of gritstone moorland that drops away to the Derwent Valley to the west. It is part of one of the many traditional routes that were used for cross-Pennine trade.</p> <p>During winter months the use of this route has long been unsustainable. The route crosses soft ground within two fields, which degenerates into a mud bath with ruts and standing water due to motorised vehicle use (MVU); this makes the route difficult, and at times impassable, for other users. Voluntary restraint has made little inroads to limiting the damage. In its 2017 route assessment (Route Summary Report Moscar Cross Roads PDNPA May 2017) the PDNPA scored it 10/15 on sustainability criteria (the lower the score the more sustainable the route), as follows.</p> <ul style="list-style-type: none"> • The route shows serious signs of physical damage resulting from usage; 4 or more user groups would find the route hard to use - score 3. • The route abuts a SSSI, SAC, SPA and Natural Zone - score 2. • There have been complaints about vehicular use conflicting with other uses raised by various bodies but in particular local people and the parish council - score 2. • The character of the route is being damaged by vehicular use - score 2. • The free passage of non-motorised users is being prejudiced by minor regarding the width, visibility, slope and speed of use by vehicles - score 1. <p>No differentiation was made between the damage inflicted by different MVUs. To date SCC has made good the damage on an annual basis using limited resources.</p> <p>Resolution of Issues</p> <p>Such conflicts and damage should not be occurring at the heart of a National Park. The purposes of the TRO, as presented by SCC, in its statement of reasons are only concerned with damage to the road. We believe that TRO is required for reasons (a) to (f) under Section 1(1) of the Road Traffic Regulation Act 1984. However, a seasonal TRO aiming to address unsustainable use of</p>

	<p>the lane and its impassibility to more vulnerable users must ban all MVU. Motorcycles may only create one rut as opposed to the two made by 4x4 vehicles but there were, on average daily use, twice as many motorcycles as 4x4 using the route in 2016.</p> <p>A seasonal TRO banning all MVUs during the winter months would contribute to fulfilment of the statutory purposes of the National Park to conserve and enhance its natural beauty, wildlife and cultural heritage and to promote opportunities for the understanding and enjoyment of its special qualities to everyone.</p> <p>SCC should keep the situation and use of the lane under regular review. In the future with wet summers (such as we had this year) it may be necessary to extend the period for exclusion of MVU.</p>
Objection	<p>Can I state on behalf of the Sheffield Ramblers Group that we would also object to the exclusion of motor bikes from this seasonal TRO.</p> <p>It is very rare to see a solo motorbike traversing these roads. Trial bikes usually travel in pairs or trios and although not on the same scale as a group of 4x4's can certainly cause damage to the road's surface.</p>
Comments Of Support	
<p>The following responses were received as letters. In each of these cases, the main body of the letter has been lifted into this document unedited. Initial titles, names and addresses have been omitted.</p>	
Support	<p>PROPOSED SEASONAL TRAFFIC REGULATION ORDER FOR MOSCAR CROSS ROAD</p> <p>I am writing to you on behalf of the Peak District Local Access Forum in response to the proposal from Sheffield City Council to introduce a prohibition of driving motor vehicles (except solo motorcycles) between the 1st October and 31st May each year on Moscar Cross Road, as set out in your document dated 31 August 2023.</p> <p>As Moscar Cross Road is a BOAT which lies within the boundary of the Peak District National Park, the Peak District Local Access Forum has been identified as a statutory consultee for this proposal. The proposal has been shared with all PDLAF members, and this letter summarises their views.</p> <p>Background The Peak District Local Access Forum (PDLAF) is the statutory body advising the Peak District National Park Authority (PDNPA) and Sheffield City Council (SCC) (among others) on recreation and access matters within the Peak District National Park area. We were set up under the Countryside and Rights of Way Act, 2000 to advise on the improvement of public access in the Peak District and Northwest Derbyshire for the purpose of open-air recreation and enjoyment. Forum members are drawn from a wide range of access interests including walking, climbing, cycling, horse riding, recreational motor vehicle drivers, farming, land management, conservation, and local business.</p> <p>PDLAF works hard to keep as many routes open to as many legal user groups as possible. In our view, everything that can be done to preserve rights of way for all traffic should be considered. However, we recognise that this must be balanced with long term protection of the route and surrounding land, and available resources for maintenance and enforcement.</p> <p>In 2007, PDNPA rangers surveyed the condition of all Rights of Way in the National Park with possible vehicle rights, and scored them according to an agreed methodology. The results were referred to PDLAF, which identified those that were unsustainable at the then Peak District Local Access Forum c/o</p>

Peak District National Park Authority Aldern House Bakewell Derbyshire DE45 1AE current vehicle use rates, and sought to agree ongoing management plans with the relevant authorities. All the routes identified were published on the PDNPA website. Most remain open to legal use, but some of the most vulnerable have since been subject to TROs.

Moscar Cross Road was one of the routes identified which remains open. A management plan, including annual reseeding and repair, was agreed with the farmer, for which SCC would provide the funding. The condition of the route was regularly reviewed by PDLAF.

PDLAF last reviewed this site with SCC Councillors and Officers at a site visit in 2021, noting evidence of regular trespass off the route onto the adjacent SSSI, and continuing issues with unsustainable levels of vehicle use in the winter resulting in the entire width of the route becoming muddy and deeply rutted, making it almost impassable to any other users. We understand that the police have been alerted to illegal use and the gate off the road has been locked, and the edge of the route against the SSSI has been fenced using FiPL funding.

It was agreed at this site visit that a seasonal TRO to protect the site over the winter months would be the preferred course of action.

Our Response to the Proposal

1. **PDLAF supports the need for a TRO to protect the integrity of the surrounding SSSI and the safety and accessibility of the route for all users.** We agree that a TRO is required, as part of a range of measures, to protect the public right of way from damage that is caused by motor vehicles, in particular four wheeled vehicles, during the winter months, which make the route difficult, and at times impassable, for other users.
2. Overall, **PDLAF members support the seasonal nature of the TRO**, as it addresses the specific nature of damage to the route and the surrounding land, and allows motorised vehicles to use Moscar Cross Road in the summer months. However, we are concerned that this could be used as a stepping stone to a permanent ban, and would request assurances that there is no plan for a permanent TRO without significant consultation with PDLAF, Sheffield LAF, the motorised vehicle community and other user groups.
3. **PDLAF requests the extension of the TRO to include all motorised vehicles, and objects to the exclusion of solo motorcycles from the TRO.** While PDLAF welcomes the pragmatic approach of restricting the TRO to the class of vehicle responsible for most of the damage to the SSSI, we note that at the site visit discussed above, the proposed solution was a seasonal TRO covering all motorised users.

We are concerned that there may be significant issues with seeking to exclude solo motorcycles:

- lack of a clear definition of solo motorcycle, covering for example the use of off-road side-cars
 - possible ongoing damage to the route surface in winter, as depending on how they are ridden, trial bikes can damage wet ground as much as 4x4s and quads
4. PDLAF requests that SCC clarify the terms of the TRO in relation to horse drawn carriages, which have right to use the BOAT. It would be prudent for SCC to consider this to prevent legal challenge, in particular if the gate is to be locked to prevent illegal 4x4 use. The current information from SCC is unclear about how the TRO is to be enforced.

5. **We ask that funding for enforcement in the context of ongoing**

management of the route is carefully considered. We are concerned that the wording of the Statement of Reasons indicates that one of the reasons for this TRO is the challenge of making good the damage on an annual basis using limited resources. We recognise the strain that local authority finances are under, and the increasing costs of materials and labour to complete works. However, it is disappointing that it is not possible for maintenance to be funded to a standard that would allow year-round access to the route as a BOAT.

We note also that wider costs of successful enforcement of the TRO may also be significant, and we suggest that these costs are considered and taken into account so that the TRO is successful. This includes not only active enforcement, but also engagement with and education of user groups about the reasons for the TRO, promotion of codes of responsible use, and ongoing maintenance to repair and maintain the route and the SSSI through wetter winters and drier summers.

6. We ask that both PDNPA and SCC consider the impact of the TRO on other rights of way in the area, and the possibility of displacing damage to other routes. As with all TROs, we are concerned that restriction of access does not displace certain groups of users onto fewer routes, thus making the problems in those areas worse, or pushing users into illegal use due to a lack of other options.

7. We ask that SCC continues to work with all stakeholders to agree approaches to enabling responsible access while managing the impact on the BOAT and surrounding SSSI. In our view, a seasonal TRO is an opportunity for the motorised vehicle community to show restraint, and to police its own members.

One of the routes identified by the LAF in the 2007 survey, at Minninglow, now has a voluntary winter restraint agreed by the motorised vehicle community which in our view works well and has protected the route for all users year-round. The process is open and honest and shows that it can be possible for everyone to care for these routes and only use them when it is not going to cause significant damage.

Officer response via email

Thank you for your comments in the letter received 21.09.23 on the proposal for a seasonal prohibition of driving motor vehicles on Moscar Cross Road.

Responding to Item 3

I note that you have stated that you wish to object to the exclusion of Solo Motorcycles. Having considered whether to include solo motorcycles within the restriction, the view was taken not to include them as it is not felt that solo motorcycles are causing damage to the route. However as we are proposing to prohibit all motor vehicles, other than solo motorcyclists, from using the route it will provide a good opportunity to monitor the effectiveness of the Traffic Regulation Order (TRO) in its proposed guise. If the route suffers excessive damage it will support the amendment of the TRO to include all motor vehicles including motor cycles.

I should appreciate it if you would review your objection and if you still wish for your objections to stand please confirm that this is the case. If you do wish to object to the non inclusion of solo motorcyclists in the proposed order then your objection will be treated as a formal objection. Your objection will be reported to a future meeting of the Transport, Regeneration and Climate Committee where Members will review the reasons for wishing to implement the order together with objection(s) received. It is likely that the first opportunity

	<p>to present a report to Committee will be December.</p> <p>To clarify, A solo motorcycle is defined as a motorcycle without a side car.</p> <p>Responding to Item 2.</p> <p>I am unsure as to what you mean by a “permanent ban”, the proposed seasonal prohibition is for a permanent TRO to be put in place, and to be in effect from 1st October – 31st May each year from making. There are no plans to extend the operational period of the proposed TRO proposal. Any changes to the order would be subject to statutory procedures associated with the making of a TRO.</p> <p>Responding to Item 4.</p> <p>The proposed TRO is to be enforced mainly via locked gates and regulatory signage. Access for pedestrians, horse riders, motorcycles etc is given via a bridle gate located to the side of each of the main gates. Anyone with legitimate access rights with larger motor vehicles will be given a key to unlock the gates.</p> <p>We intend to keep the route available to horse drawn carriages by erecting the same signs at each end that we have on several of our Restricted Byways, namely that a key can be made available for any horse drawn carriage drivers that contact us for use when the main gates are locked.</p> <p><u>Further comments made via second letter in response to officers email</u></p> <p>PROPOSED SEASONAL TRAFFIC REGULATION ORDER FOR MOSCAR CROSS ROAD</p> <p>I am writing to you on behalf of the Peak District Local Access Forum in response to the proposal from Sheffield City Council to introduce a prohibition of driving motor vehicles (except solo motorcycles) between the 1st October and 31st May each year on Moscar Cross Road, as set out in your document dated 31 August 2023.</p> <p>This letter is an update to our original response of 21 September 2023, and should be read alongside it. In particular, it relates to point 3 of our response: our objection to the exclusion of solo motorcycles from the scope of the TRO, on the basis that they are likely also to cause damage to the ground in winter, depending on how they are used.</p> <p>Following further discussion of the TRO with LAF members, we have agreed to withdraw this formal objection to the exclusion of solo motorcycles. We recognise that 4x4 vehicles are causing the majority of the current damage, and there is urgency to ensure that the exclusion of 4x4s goes ahead this winter. However, it is a condition of our support for the exclusion that the effectiveness of the TRO and the condition of the route are monitored annually by SCC, and that this review includes engagement with PDLAF and Sheffield LAF, and representatives of key interest groups, and must consider extension of the TRO to include solo motorcycles if damage is seen from their continued use.</p>
<p>The following responses were received by email. The main body of each email has been copied across and remains unedited. Names and addresses have been omitted.</p>	
<p>Support</p>	<p>Further to the email from Jamie Proctor, below, the Derbyshire Trail Riders Fellowship is happy to support the proposed seasonal TRO on Moscar Cross Road. In addition, we appreciate the exemption for solo motorcycles as we are</p>

	<p>equally concerned about major damage to this route by inconsiderate use by heavier and more powerful vehicles.</p> <p>Moscar Cross Road is a very enjoyable route to ride and I have been doing so for a considerable number of years and, indeed, hope to continue doing so.</p> <p>I would be grateful if you would co-operate with your colleagues in South Yorkshire Police and highlight the motorcycle exemption from the TRO. The signage put up by the Police during the recent closure for maintenance in February 2023 was very heavily biased against motorcycles and, to the general public, appeared to lay the blame for the damage to this section firmly and solely on motorcycle use of the route. This was very disappointing as well as inaccurate. I have attached an image of the Police notice concerned.</p>
Support	<p>I just want to register support for the proposed closure of Moscar cross road between october and may each year to driving. It is doing so much damage and erosion to that track and also encourages I'm afraid quite reckless behaviour. I've seen at times the farmers have to go and tow away people stuck in the mud they've made worse.</p>
Support	<p>I am delighted to read that you are considering a reduction in the awful use by 4x4 clubs of this road. The appalling mess that they enjoy making is an eyesore for all visitors to the Peak District. As the previous owner of Moscar Lodge, and still a local resident, I have have many decades of being subjected to this nuisance.</p>
Support	<p>I agree to closing of the rights of way to 4x4 vehicles as it leads to the loss of our native flora and fauna</p>
Support	<p>We are writing in response to the proposed prohibition order for Moscar Cross Road, which has been posted recently at the top of Heathy Lane (track) near to Moscar Cross House, where I live with my wife. (Our house and woodland is shown on the plan for the order.)</p> <p>We note the proposal to close the track to motor vehicles other than solo motor cycles each year from 1 October until 31 May the following year, in perpetuity. We SUPPORT the proposal.</p> <p>We have been dismayed at the damage that has been caused to the track by recreational vehicle use over recent years, particularly when enthusiasts have publicised the deteriorating condition and encouraged others to come in significant numbers to drive up and down the vulnerable steep section. As well as being unsightly, they has been damage to adjacent farm land by the incursion of vehicles. We have also been concerned that the deep rutting to the steep section, might expose the gas main which is buried at a fairly shallow depth under the track; this supplies our property and several others locally.</p>
Support	<p>I can confirm that the Authority has no objection to the proposal. The restriction would help to reduce the damage caused by motorised vehicle users during these months and when the weather and ground conditions do not support the use occurring at these times. This will help to enhance the environment of the area and its use by the wider public.</p> <p>It will be important to have clear signage on site to clarify when and where the restriction is in place and who it applies to. This might also include reference to anti-social behaviour relating to groups of motorised vehicles.</p>
Support	<p>This is to confirm support for the proposed Seasonal TRO on Moscar Cross Road, during the winter 2023 /24.</p> <p>On behalf of the British Horse Society (both the: BHS.County Access & Bridleways Officer, and BHS District Bridleways and Access Officer), and Hallam Riders' Group (BHS affiliated) bridleways group, and as equestrian representative on Sheffield LAF:</p> <p>support is again expressed for the proposed TRO ban on 4x4 motor vehicles, whilst retaining single-file, 'mindful' use by motorcyclists,</p>

	<p>retaining use by ridden horses, retaining use by cyclists, retaining use by pedestrians, during this period.</p> <p>This support is conditional upon the installation of a bridlegate (specification and site as already agreed by PROW, and financed by the BHS), which will permit access by those other than the 4x4 motor vehicles.</p> <p>The TRO provides an opportunity for considerate multi-use to continue, while preventing winter damage and degradation from the heaviest and most impactful users.</p> <p>It is hoped the experiment will prove successful, that motorcyclists will recognise the distress and danger they can pose to other users as well as to livestock and to the environment, and will respect the spirit of the proposed TRO.</p> <p>The BHS Officers expect and welcome annual assessment and review.</p>
Support	<p>I write to confirm that PDVUG (Peak and Derbyshire Vehicle User Group) is supportive of your initiative to introduce a seasonal bad weather TRO onto the route as shown on your map. We note that the Council proposes to exempt solo motorcycles which would be a specific requirement for our support.</p> <p>Might I suggest that a clause be added to allow the Council to adjust the closure time frame to account for the seasonal changes currently being experienced year by year.</p> <p>Please add PDVUG to your mailing list for similar future initiatives.</p>



Report to Policy Committee

Author/Lead Officer of Report: David Whitley,
Transport Schemes Manager

Tel: 0114 205 3804

Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *11th December 2023*

Subject: *Local and Neighbourhood Transport
Complimentary Programme and Road Safety Fund
Programmes - 22/23 delivery update*

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

Purpose of Report:

This report updates on delivery of the carry forward 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.

It also seeks approval to proceed with taking variations within the programmes through the Council's capital approval process.

Recommendations:

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

- i. Note progress on the Local and Neighbourhood Transport Complimentary (LaNTCP - formally known as the Local Transport Plan Integrated Transport Block) and Road Safety Fund (RSF) programmes.
- ii. Approve the variations within the programmes (highlighted in sections 1.13 to 1.31 for the LaNTCP, and Appendix B for RSF), noting the individual projects will still need to go through the Councils capital process – to be approved by the Strategy and Resources committee.
- iii. Note the potential effect on future years' programmes, with the 2024/25 programme being subject to another report early in the new calendar year.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damian Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: Ed Sexton
		Climate: Kathryn Warrington
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission:	<i>Kate Martin, City Futures</i>
3	Committee Chair consulted:	<i>Councillor Ben Miskell</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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>David Whitley</i>	Job Title: <i>Transport Schemes Manager</i>
	Date: 11th December 2023	

1. PROPOSAL

Introduction

- 1.1. Each year, the Council outlines a Transport Capital Programme to establish the short-term priorities for investment in transport infrastructure. It responds to national policy such as the national active travel and bus strategies, as well as regional policy such as the South Yorkshire Mayoral Combined Authority Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined in the Sheffield Transport Strategy, with schemes also identified through Member and public requests and assessed via existing prioritisation processes.
- 1.2. The first meeting of this Committee in June 2022 approved the schemes within the 2022/23 programme, with the £3.6m 2023/24 programme being approved on 16th March 2023. This report provides an update on delivery progress of schemes within two elements of the Transport Capital programme and seeks approval to make changes within them.

Local and Neighbourhood Transport Complimentary Programme

- 1.3. The Local and Neighbourhood Transport Complimentary Programme (LaNTP) was formerly known as the 'Local Transport Plan Integrated Transport Block' and is often just referred to as the 'Local Transport Plan' or 'LTP' programme. This report will use the term 'LaNTP' for this programme from this point on.
- 1.4. The LaNTP is part of the City Region Sustainable Transport Settlement (CRSTS) funded by the Department for Transport and administered through the South Yorkshire Mayoral Combined Authority (SYMCA). LaNTP is a 5-year programme, running from 2022/23 to 2026/27, at roughly £3.5m per annum. However, the LaNTP funding does not have to be drawn down/spent in equal proportions across the five years.
- 1.5. Although most grant funding now comes to the Council following successful bids for specific (named) schemes (often needing delivery to tight timescales), the LaNTP still provides more local flexibility both in terms of what it can be spent on and when it has to be spent by. It can be carried forward for spend into future years.
- 1.6. At the start of the five years, as reported in June 2022, there was a committed programme from 2021/22 of £2.35m which was carried forward for delivery in 2022/23. Coupled with the £3.5m allocated in 2022/23, this gave a total programme value of £5.8m for 2022/23. £2.2m was claimed by the end of 2022/23, with £3.6m carried forward to 2023/24. Coupled with the £3.6m approved for 2023/24, this report covers commitments to the value of £7.2m within the LaNTCP programme. More detail is included in **Appendix A**. Schemes shown in blue in the appendix are proposed additions to the programme, those in red are where a larger increase in the allocation within the programme is required.

Road Safety Fund (RSF)

- 1.7. The Road Safety Fund (RSF) has been allocated by the City Council to recognise the value that local communities place on road safety improvements. This was reinforced by the priorities that emerged from the Local Area Committees through the development of the Community Plans. It is being used to take forward a large number of small interventions across the city. It is not limited to a particular financial year so (like the LaNTP) is more flexible than some other funds. However, the intention is to spend this funding as quickly as is possible to achieve the benefits. This investment can address local priorities, without reliance on external funding sources or incorporating these improvements into larger investment projects. The types of schemes being taken forward were set out in the June 2022 report. Around £1.9m is currently expected to have been spent by the end on 2023/24. More detail is included in **Appendix B**.

Delivery update – LaNTP

- 1.8. Out-turn spend on projects approved within the LaNTP in 2023/24 is now expected to be in the order of £2.9m, with £4.3m to be carried forward into 2024/25. Despite the carry forward, the programme is still currently fully allocated to projects progressing through the Councils capital gateway process.
- 1.9. In order to help reduce the carry forward figure in future years, it will be important to look at how allocations within the 2024/25 programme are made. This programme will be presented at a future committee meeting.
- 1.10. LaNTP spend has been slower than expected in part due to the flexibility of the fund leading to staff resources being prioritised on delivering time critical programmes first. The need to revisit designs for schemes following public consultation as well as supply chain delays also affects spend levels.
- 1.11. Conversely, price inflation is also having an effect on the size of delivery programmes. Year on year general cost increases have been around 10%-15%, but some materials (such as steel) have seen recent increases by as much as 33%. Each year a scheme is delayed, costs will increase, which in turn reduces the amount of discretionary funding available to allocate within the programme. This, coupled with the need to fund recent Committee approvals to make some temporary schemes permanent (and implementing elements of the Kelham/Neepsend parking scheme) require a change in shape of the current LaNTCP programme.
- 1.12. These changes do not currently include new proposals to help fund cost pressures within the Transforming Cities Fund (TCF) programme, but this may become necessary in future years.
- 1.13. The figures in brackets show the current allocations, made up of carry-forward from 2022/23 plus new allocations from 2023/24. The main changes within the LaNTP programme are:

Local Safety Schemes (£587,000) a £76,000 reduction

- Abbeydale Road/Wolseley Road scheme delivered
 - Oughtibridge safety scheme delivered
 - Changes to Western Bank signals delivered
 - Manor Top – City Road/Ridgeway Road no longer progressing as no specific collision issue
 - Upper Hanover/Glossop Road no longer progressing as an engineering scheme as this is a site for camera enforcement through Traffic Management Act (Part Six) instead.
- 1.14 Decrease of £77k from previous allocations, but primarily due to better reflecting the expected feasibility development costs in 2023/24 on some sites around the Inner Ring Road with an aim to develop a 3-year forward programme (2024-25 to 2026-27). The overall allocations will remain the same, but the profile over years will change slightly. The identified locations are all around the Inner Ring Road at:
- St Mary's Gate – feasibility design compete,
 - Moore Street roundabout,
 - Bramall Lane roundabout – feasibility design compete,; and
- 1.15 The overall allocations will remain the same, but the spend profile between years will change slightly.
- 1.16 This leaves:
- Crookes Valley Rd/Harcourt Rd/Oxford St in outline design
 - Barnsley Rd - Herries Rd/Owler Lane in outline design, although design will reflect the interface with City Region Sustainable Transport Settlement (CRSTS) Northern Communities scheme

20 mph Zones (£607,000) No change in allocation

- 1.17 Hillsborough, Woodseats, Farleigh, Manor, Handsworth, Crosspool and Highfield completed – other schemes have been completed too, but these are reported under the Road Safety Fund (RSF) section of this report.
- 1.18 This leaves the following schemes within the 2023/24 programme in development:
- Earl Marshall
 - Greenland
 - Netherthorpe
 - Brincliffe,
 - Loxley

All sites have had speed surveys completed, with proposed scheme boundaries being developed up using that information. Aim to advertise the Traffic Regulation Orders for these schemes in early 2024.

Pedestrian Enhancements (£1,420,000) a £464,000 reduction in allocation

- Dyche Lane (near Batemoor Road) crossing delivered
- Beaver Hill Road crossing delivered
- Clarkehouse Road crossing delivered
- Nether Lane crossing delivered
- Beighton Road, Woodhouse crossing isn't feasible within the existing programme allocation, so won't be progressing
- Moonshine Lane crossing is also no longer proceeding due to costs to move existing utilities to enable construction

1.19 This leaves:

- Herries Road (near Parkwood Road) in design, with construction aimed to start in 2023/24
- Manor Lane (near Manor Park Road and Seaton Crescent in design, with construction aimed to start in 2023/24
- Dyche Lane (near Meadowhead school) in design

1.20 In terms of the 2023/24 programme – there has been a £137k reduction in the allocation for the following six schemes.

- London Road (between Bennett Street and Boston Street)
- Shiregreen Lane / Monckton Road junction
- Glossop Road near Brunswick Road
- Moonshire Lane / Herries Road/ Southey Crescent
- Creswick Lane (o/s Yewlands academy)
- Wordsworth Road / Cookson Park playground

1.21 Through the scheme development process we now have a better idea of what type of crossings are required where – and have estimated construction costs too. These costs are around £500,000 more than the original allocation, so although the aim is still for the programme to be delivered in full, it would need to be delivered over a longer time-period. In practice the allocation has been revised to better reflect the expected development costs in 2023/24 – with an allocation of £670k needed in 2024/25 for their construction.

Local Area Committee (LAC) crossing programme

1.22 As part of the original £1.4m allocation we have been working with LACs on developing their priority crossing sites within the 2023/24 programme. Not all of the original 'preferred' sites have been feasible, so work has continued with a number of LACs to develop other sites. Again, through the scheme development process we have a better idea of what type of crossings are required where – and now have estimated construction costs too. The initial £900k for the original seven sites has reduced slightly to £880,000, but is now proposed to be spread over two years: 2023/24 (£310,000) with an allocation of £570,000 needed in 2024/25 for their construction to help manage other pressures within the LaNTCP described elsewhere within this report.

- 1.23 One such pressure is a request for a new allocation of £180,000 to contribute towards a 'refreshed' pedestrian scheme on Burngreave Road/Rock Street. Active Travel England (ATE) have recently come to us asking us to update our bid for around £1.8m for a scheme to improve walking facilities (including continuous footways at junctions and new uncontrolled crossings and tactile paving). This bid was originally included in the TCF Housing Zone North scheme consultation, but was subsequently submitted in 2022/23 to ATE as a separate funding bid. ATE have been clear that they would like to see an additional signal controlled crossing in the design as well as the scheme promotor having to cover any increase in costs since the bid was submitted. Although it may not be needed once detailed design and pricing is completed, it is prudent to seek approval for the inclusion of this scheme in this allocation here.

Small Schemes (£402,000) No change in allocation

- 1.24 This programme includes an allocation for each LAC to fund small local transport schemes. We have worked with LACs to develop schemes within the 2023/24 programme, although not all LACs have fully committed their allocation yet. As such, it is currently expected that around £177,000 will be spent in 2023/24, with the remainder being carried forward into 2024/25.

Public Rights of Way (£150,000) No change in allocation

- 1.25 This programme includes allocations for contributions to improvements on the Public Rights of Way network on projects delivered by other departments within the Council, principally Parks and Countryside, in order to maximise the value for the money within the programme.

Network Management (£2,389,000) a £426,000 increase in allocation

- Coisley Hill roundabout part-signalisation complete
- Recent phase of City centre pavement parking scheme completed
- 22/23 double yellow line programme fully completed
- Clarkehouse Road crossing delivered
- Active Travel Neighbourhood trials competed (contribution from LaNTP) mostly funded from Active Travel Fund grant
- Broadfield Road/London Road scheme on site

- 1.26 This leaves:

- Local centre blue badge parking scheme in design
- Traffic Management Part 6 (camera enforcement of moving traffic offences at first three sites) in development

- 1.27 There are significant changes proposed within this element of the programme, both in terms of the additional schemes proposed to be included within the programme, but also regarding the proposed spend profile over the two years 2023/24 and 2024/25. These changes are as a result of:

- Recent approvals to make the temporary crossings within the Crookes/Walkley and Nether Edge Active Travel Neighbourhoods permanent: through the scheme development process a better idea of what type of crossings are required where – and estimated construction costs – has been obtained. The initial £300k for the five sites (although the original assumption was that only three would be retained) has increased significantly to £1,030,000 but is proposed to be spread over two years: 2023/24 (£830,000) with an allocation of £200,000 needed in 2024/25 to complete their construction to help manage other pressures within the LaNTCP described elsewhere within this report.
- Recent approval of the first phase of the Kelham/Neepsend parking scheme, with an additional requirement to fund £301,000 (all allocated from 2023/24) for construction of the Kelham element, additional consultation with business in Neepsend and a contribution to construction of a future scheme in Neepsend. There will need to be an additional allocation in 2024/25 of around £100,000 to complete the construction and monitor the scheme in the Neepsend area. An investigation into whether the income within the existing parking account could be used to fund the Neepsend (and future parking schemes) is underway.

Additional pressures in 2023/24 include:

- £35k to fund initial work to look at improving the highway access to Nutwood Industrial Estate, Fox Hill - although any funding for making changes to the network would have to come from future years allocations
- £50k to update the Urban Traffic Control centre – to replace life expired equipment to enable the ongoing Network Management function of the City Council

1.28 These changes would be funded in part by a change to the funding profile of an already approved £385,000 project around data collection and network management that would be spread over the two years: 2023/24 (£35,000) with an allocation of £350,000 needed in 2024/25 for implementation.

Cycle schemes (although investment is more generally active travel schemes) (£1,437,000) a £170,000 increase in allocation

- Cycling small scheme programme part delivered
- Contributions to two completed cycle hubs Parkwood cycle trials
- Active Travel Neighbourhood (ATN) trials completed (contribution from LaNTP) mostly funded from Active Travel Fund grant

1.29 This leaves:

- Residential cycle parking scheme in development – although this will be in parallel with the experience of the trail scheme in Crookes/Walkley funded through the ATN scheme
- Contribution to the delivery of the Meadowhall interchange cycle hub

- Small contribution to the Housing Zone North project, although the focus is on using the Transforming Cities Fund (TCF) grant first

1.30 There are some other changes proposed within this element of the programme, both in terms of the additional schemes proposed to be included within the programme, but also regarding the proposed spend profile over the two years 2023/24 and 2024/25. These changes are as a result of recent approval to develop permanent schemes following the end of the Active Travel Neighbourhood trials in Crookes/Walkley, the Sheaf Valley cycle route and the trial closure of a section of Division Street as follows:

- £40k to start development work to look at making the ‘temporary’ infrastructure implemented as part of the Crookes/Walkley ATN permanent. This will include community engagement. Any funding for constructing changes to the network would have to come from future years allocations (around £210,000 currently assumed).
- £60k to start some development work to look at making the ‘temporary’ infrastructure implemented as part of the Sheaf Valley cycle route trials permanent. This will include community engagement. Any funding for constructing changes to the network would have to come from future years allocations (around £250,000 currently assumed).
- £15k to fund development work to look at making the ‘temporary’ infrastructure implemented as part of the Division Street closure more permanent. This will include engagement. Any funding for constructing changes to the network would have to come from future years allocations or from CRSTS monies (around £120,000 currently assumed), subject to SYMCAs assurance processes
- £43k to fund a contribution for the development (and delivery) to look at making the ‘temporary’ infrastructure implemented outside the Fat Cat in Kelham Island more permanent. This contribution would look to part fund improvements in the area along with a developer in the area. Although it may not be needed once detailed design and pricing is completed, it is prudent to seek approval for the inclusion of this contribution to here
- An additional £38k allocation to fund the ongoing maintenance of our TCF programme, thus ensuring that the benefits of schemes are maintained over 25 years.

Air Quality (£247,000) a £40,000 increase in allocation

1.31 The majority of this allocation is to compliment an £85,000 grant from Government for a trial through the On-street Residential Chargepoints Scheme (ORCS). The scheme covers nine locations Citywide. The increase in costs for the project are due to more detailed costings through the scheme development process.

1.32 In summary, this approach will deliver all elements currently included within the LaNTCP, but could require up to around £2.6m of the 2024/25 to be allocated to existing schemes to enable their completion, this includes £1.2m for the crossing programme, £0.1m in Public Rights of Way, £0.65m in

Network management £0.6m in cycling schemes. The 2024/25 programme will be the subject of a future paper to this committee.

Delivery update – RSF

1.33 Appendix B shows changes between December 2022 and December 2023 with the headlines being:

- 20 mph programme progressing well, albeit at a lower cost (currently £173,000) than expected. However, this still will require changes within the programme (detailed in Appendix B), including the addition of a new scheme in Bradway (the next scheme on the priority list) due to other schemes coming in at a lower cost than expected. Total value of the 20mph programme is still around £1,200,000, with the reduction being used to help manage cost pressures elsewhere within the programme
- Accessibility programme is progressing too – with the Station Road. Halfway crossing and Burton Street crossing already complete, The consultation on the Rother Valley parking scheme is complete, with a start on site expected in early 2024. The changes within the programme are detailed in Appendix B. The increase in the allocation for the Abbey Lane crossing scheme and Rother Valley parking scheme is as a result of increased costs through the scheme design process. It is proposed to use the funding provided through SYMCA on the Abbey Lane scheme first.
- Vehicle Activated Sign (VAS) programme – which has been developed with the LACs has been rolled out on site. This programme also includes a revenue element which is allowing the units to be rotated in line with LAC expectations, as well as the data from the units to be downloaded and analysed.
- The advisory school 20mph programme is still at the detailed stage
- The Herries - Hillfoot cycle route feasibility report has been completed, but the scheme is not progressing further at this stage

2 HOW DOES THIS DECISION CONTRIBUTE?

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

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

2.3 The proposal aligns with Council priorities:

- “Strong Economy” (supporting organisations in informed decisions on future fleet investments)
- “Better Health and Wellbeing”

2.4 The strategic objectives include;

- Improving road safety and well-being;

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

3 HAS THERE BEEN ANY CONSULTATION?

- 3.1 As advised in the previous report, the Road Safety Fund has undergone consultation with Members through the development of the Local Area Committee discussions.
- 3.2 The initial 2023/24 LaNTP programme was approved through the Transport, Regeneration and Climate change policy committee in March 2023. This report provides an opportunity for the Committee to review progress to date and shape the way forward.
- 3.3 As individual projects within the overall Programme are developed, consultation with Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups, transport operators and disability groups have (and will continue to) take place.

4 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

- 4.1 Equality implications will be considered in the options appraisal of each individual scheme and progressed through the respective Business Case.
- 4.2 It is considered that that programme will provide positive implications for protected characteristics and wellbeing. The objective is to provide a transport system that increases accessibility and supports more active travel movements.
- 4.3 Through working with the Local Area Committees, using the Connecting Sheffield website and continuing the previous approaches (letter drops) to consultation, there will be transparency within the scheme development process. This will ultimately aim to ensure that engagement and consultation is accessible and there is a good level of representation.

Financial and Commercial Implications

- 4.4 LaNTP: Spend will continue to be monitored throughout the year. The maximum value that the City Council can claim from the Mayoral combined authority in 2023/24 is £7.2400m. However, this report highlights that it is unlikely that an overspend will materialise due to the delays within the programme. However, if this situation was to develop on

a scheme by scheme basis, it would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.

- 4.5 The Road Safety Fund has an allocation of £4m from the Corporate Investment Fund (Community Infrastructure Levy element), as detailed within the 2020/21 budget setting process and include in the approved capital strategy.
- 4.6 LaNTP and RSF: it should be noted that the figures quoted in **Appendix A and Appendix B** of this paper are inclusive of commuted sums (for ongoing scheme maintenance) payable because of any changes made to the highway.

Legal Implications

- 4.7 The Council is under a number of duties relevant to traffic management and to which the proposals carried forward under the proposed LaNTP and RSF programmes may be said to apply. For example, the Transport Act 2000 ('the 2000 Act') places a duty on local authorities to develop policies which will create a safe, efficient, integrated, and economic transport system that meets the needs of persons living or working within the city. The 2000 Act also imposes a duty on local authorities to carry out their functions to implement those policies and, in doing so, secure a more efficient use of their road network, or to avoid, eliminate or reduce road congestion (or other disruption to the movement of traffic) on their road network. This would include where a scheme delivers on the Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire.
- 4.8 The Council is also under a duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network.
- 4.9 The programmes detailed in this report are considered to align with the aforementioned duties so as to enable the Council to progress toward the implementation of the projects/schemes set out in the Local Transport capital programme. However, specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes including the powers intended to be exercised. For example, the Council may carry out alterations to the highway itself using powers under Part V of the Highways Act 1980 or implement restrictions on the way in which traffic may use those highways using powers available under the Road Traffic Regulation Act 1984 ('the 1984 Act'), including on an experimental basis where deemed appropriate.

- 4.10 Where appropriate and with regard to its aforementioned duties, the engagement of key stakeholders, residents and members of the public will be carried out by the Council during the planning and delivery of those processes which result in an alteration of the use of the public highway. The proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders before confirming a preferred option. That route will, of course, be subject to the normal, formal consultation process

Climate Implications

- 4.11 Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. Each scheme will include a Climate Impact Assessment as they progress through the capital gateway process, so the detail by project can be considered. The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan as well as the local 10 Point Plan and takes on board the recently approved Transport Decarbonisation Routemap linked to 'the way we travel'. This includes tackling areas with poor air quality, promoting public transport and encouraging modal shift for short journeys to active travel, as well as promoting the decarbonisation of all vehicles. Individual schemes within the programme will be expected to complete a Climate Impact assessment as part of the Councils capital approval process.

Other Implications

- 4.12 There are no direct Human Resource implications for the Council.
- 4.13 There are no direct and known Property related implications for the Council as work is largely proposed within the adopted highway. Where this is not the case, that will be considered in the appraisal of each individual scheme and progressed through the respective Business Case.
- 4.14 Each project will develop its own risk register during the feasibility and design process, in the initial stages of project development. This will be reviewed and updated as the project progressing through various stages and approval processes.
- 4.15 Key risks to the Council continue to relate to the affordability of the schemes within the programme and potential cost rises and uncertainty of any capital project.
- 4.16 The recommendations have no immediate impact on public health but have the potential to be positive given the programme objective to improve greater levels of accessibility, improving safety, promoting public transport and encourage modal shift for short journeys to active travel.

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 'Do nothing' has been considered but is not considered appropriate as this will result in projects not being delivered. Both the LaNTP and the RSF programmes would not be introduced and the opportunity for economic, environmental and societal benefits will be missed.
- 5.2 It would also be possible to consider a different balance between types of schemes as part of the programme. However, it is felt that the proposed programme achieves a good balance of economic, environmental and societal benefits to the communities and businesses in Sheffield.

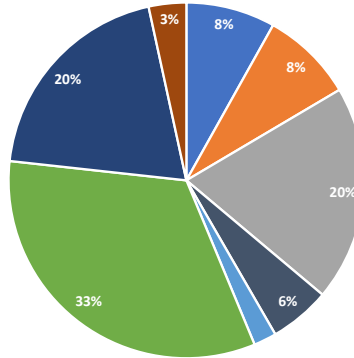
6 REASONS FOR RECOMMENDATIONS

- 6.1 The proposed LaNTP and RSF programmes balances the availability of funding sources with local and national policy to give a clear focus for the 2023/24 financial year, with an opportunity for changes to be considered by Committee that could be made in future years of the current 5-year programme. The proposed programme is extensive and ambitious which comes with its own challenges. The programme utilises internal and external funding sources and staff resources to deliver change to the transport system, considering environmental, economic and societal needs.

2023/24 Local and Neighbourhood Transport Complimentary Programme

LaNTCP Thematic Breakdown in 2023/24

- Accident Savings
- 20 mph
- Crossings
- Small Schemes
- Public Rights of Way
- Network Management
- Cycling
- Anti Idling/Ev charging



Accident Savings

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
Sheaf Street Ped Crossing (2128)						
Abbeydale / Wolseley Rd Jn (2126)						
Ecclesall / Greystones Rd Jn (2127)						
Oughtibridge Accident Savings (2078)						
Feasibilities - 3 new schemes to be developed for delivery in 22/23						
Western Bank signals (RSA3 outcome)						
School Keep Clear						
Crookes Valley Rd/Harcourt Rd/Oxford St						
Manor Top						
Danger reduction	£449,096	£138,471	£587,567	£276,847	£310,720	£0
Upper Hannover/Glossop Road						
Barnsley Road - Herries Rd/Owler Lane						
Brook Hill/University roundabout (development)						
St Marys Gate (development)						
Moore Street roundabout (development)						
Bramall Lane roundabout (development)						
Saville Street/Spital Hill (development)						
Sheaf Street, near Howard Street (development)						

20 mph Zones

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
Fairleigh 20mph						
Crosspool 20mph						
Handsworth 20mph						
Beighton 20mph						
Manor Park 20mph						
Westfield 20mph						
Herdings 20mph						
Wincobank and Hurlfield 20mph						
Hillsborough 20mph	£126,939	£480,272	£607,211	£165,602	£441,609	£0
Heeley 20						
Sharrowvale 20mph						
20 Mph Netherthorpe						
20 Mph Brincliffe						
20Mph Earl Marshall						
20Mph Greenland						
20 Mph Loxley						

Crossings

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
Dyche Lane (2133) (near southern junc with Batemoor Road)						
Beaver Hill Road (2134)						
Clarkehouse Road						
Nether Lane						
Bus stop accessibility improvements						
Herries Road (near Parkwood Road North)						
Manor Lane (near Manor Park Road and Seaton Crescent)						
o/s Meadowhead School on Dyche Lane						
London Road (between Bennett Street and Boston Street)						
Shiregreen Lane / Monckton Road junction						
Glossop Road near Brunswick Road						
Moonshire Lane / Herries Road/ Southey Crescent	£526,020	£894,110	£1,420,130	£409,277	£1,010,853	£1,239,400
Creswick Lane (o/s Yewlands academy)						
Wordsworth Road / Cookson Park playground						
East LAC crossing						
SE LAC crossing						
SW LAC crossing						
Central LAC crossing						
North LAC crossing						
NE LAC crossing						
South LAC crossing						
Burngreave Road/Rock Street pedestrian improvements (potential contribution)						

Small Schemes

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
Small Schemes Sub Total	£20,762	£380,762	£401,524	£177,262	£224,262	£0

Public Rights of Way

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
Barkby Rd Steps						
PROW 22-23	£49,778	£100,000	£149,778	£55,806	£93,972	£81,980
PROW 23-24						

Network Management

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
DOUBLE YELLOW LINES						
City centre pavement parking						
Local Centres Disabled bays						
Clarkehouse Road						
Hillsborough Tram & Bus Review						
ITS Network Mgt (Coisley Hill/Mosborough Parkway roundabout partial signals)						
Broomspring (City Centre West Cycle Route)						
Cycle parking programme						
Signing Strategies						
Tram stop accessibility and connectivity packages						
Data collection and moitoring (UTC led)						
Station Taxi access	£1,276,800	£1,112,974	£2,389,774	£1,008,845	£1,380,929	£657,000
Traffic Management (Part 6) enforment of moving traffic offences						
Effingham parking scheme (development)						
Kelham/Neepsend parking scheme						
Broadfield Road (including Staveley Rd & Glover Rd)						
Commuted sums on Broadfield Road (NPIF) scheme						
ATN Crossing Crookesmoor Road						
ATN Crossing Crookes/School Road						
ATN Crossing Heavygate Road						
ATN Crossing Psalter Lane/Osborne Road						
ATN Crossing Osborne Road/Union Road						
UTC control room equipment upgrade						
Nutwood Industrial Estate access (development)						

Cycling

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
Cycling - Supporting Infrastructure						
Residential Cycle Parking						
Railway Station Cycle Improvements (contribution)						
City Centre Bike Hub						
Blackburn Valley						
Portobello cycle route						
Hillsborough all wheels track						
TCF Match Funding	£1,158,524	£278,411	£1,436,935	£616,031	£820,904	£580,000
Commuted sums on TCF or ATF schemes						
Contribution to Active Travel Neighbourhoods trial						
Sheaf Valley permanent scheme						
Crookes/Walkley permanent scheme						
Alma Street, Kelham permanent works						
Division Street permanent works						

Anti Idling/Ev charging

Schemes	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
AQ monitoring equipment						
EV chargepoints (On Street Residential Chargepoint scheme match)	£2,157	£245,000	£247,157	£235,000	£12,157	£0
Anti idling signs						

Totals	22/23 carryforward	23/24 programme	23/24 Totals	Anticipated delivery in 23/24	Delivery carry forward into 24/25	Potential requirement in 24/25
Totals	£3,610,077	£3,630,000	£7,240,077	£2,944,670	£4,295,407	£2,558,380

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Appendix B: Road Safety Fund Programme

Primary Funding Source	Scheme	Status	Outline Allocation (December 2022)	Current position	Updated Allocation (December 2023)	Change	Notes
RSF	20mph Deerlands	Completed	£91,826	Completed	£91,826	£0	
RSF	20mph Waterthorpe	Completed	£141,000	Completed	£86,597	-\$54,403	
RSF	20mph Jordanthorpe	Completed	£147,000	Completed	£71,967	-\$75,033	
RSF	20mph Burncross	On site	£140,000	Construction	£138,749	-\$1,251	
RSF	20mph Norton	Completed	£165,000	Completed	£133,236	-\$31,764	
RSF	20mph Carter Knowle	FBC approved	£140,000	Detailed design	£86,429	-\$53,571	Construction expected late 2023/early 2024
RSF	20mph Westfield	FBC approved	£140,000	Detailed design	£90,600	-\$49,400	Construction expected late early 2024
RSF	20mph Herdings	FBC approved	£140,000	Detailed design	£85,889	-\$54,111	Construction expected late early 2024
RSF	20mph High Green	IBC approved	£140,000	TRO advert	£145,142	£5,142	Committee decision expected ealy 2024
RSF	20mph Fulwood	OBC approved	£140,000	TRO advert	£156,707	£16,707	Currently reviewing the scheme boundary to see if it needs extending. Committee decision expected ealy 2024
RSF	20mph Bradway	IBC approved	£0	Feasibility design	£140,000	£140,000	New addition due to other schemes coming in at lower costs
	20mph Total		£1,384,826		£1,227,142	-\$157,684	
RSF	Station Road Halfway Crossing	Completed	£333,678	Completed	£304,978	-\$28,700	Scheme completed
RSF	Burton Street Hillsborough Crossing	Completed	£65,175	Completed	£65,175	£0	
RSF	Rother Valley Country Park Parking Scheme	OBC approved	£300,000	Detailed design	£372,477	£72,477	Consultation completed, TRO objection report considered at Committee
RSF	Forge Dam Parking Scheme	IBC - approved	£18,000	Feasibility design	£18,000	£0	Stakeholder consultation started, TRO consultation needed
RSF	Abbey Lane Accessibility Scheme	IBC - approved. Some external funding added	£150,000	Outline design	£261,000	£111,000	Consultation finished, review of comments received being undertaken. Some re-design needed. A £402k contribution towards this scheme is included in an MCA programme too.
RSF	Hangingwater Road Crossing	IBC approved	£250,000	Feasibility design	£250,000	£0	Preferred option being progressed
RSF	Elm Lane Hatfield House Road Sheffield Lane Top Crossing	Concept	£100,000	Concept	£100,000	£0	Work not started yet
RSF	Bernard Street Duke Street Hyde Park Crossing	Concept	£100,000	Concept	£100,000	£0	Work not started yet
	Crossing and Accessibility Total		£1,316,853		£1,471,630	£154,777	
RSF	VAS 28 units (one per ward)	Capital	£234,785	Capital	£263,852	£29,067	VAS units purchased
RSF	VAS 28 units (one per ward)	Revenue	£365,215	Revenue	£365,215	£0	VAS units rotating between sites as agreed with LACs
	VAS Total		£600,000		£629,067	£29,067	
RSF	Advisory School 20mph Pilot	OBC approved	£100,000	Outline design	£100,000	£0	Temporary speed limits outside schools - current expectation on site March 2024
	Advisory School 20mph Total		£100,000		£100,000	£0	
RSF	Signs and Lines	FBC approved	£100,000	Construction	£100,000	£0	Same as small schemes in LaNTP, added to FBC in 23/24
	Small Schemes Total		£100,000		£100,000	£0	
RSF	Herries to Hillfoot Investigation	IBC - approved	£84,173	Feasibility design	£84,173	£0	Feasibility completed
	Herries to Hillfoot Link		£84,173		£84,173	£0	
RSF	Schemes developed based on Survey and Collision Data	Concept	£100,000	Concept	£100,000	£0	Work has started on developing sites included in section 1.12 of the report
RSF	Revenue to support overall programme development	FBC - approved	£314,148	Feasibility	£287,988	-\$26,160	The value of spend may reduce as eligible costs are capitalised. This line is also being used as a balancing item to help keep the programme with the £4m allocation. This line will decrease if other scheme costs increase through scheme development process.
	Investigatory Review Total		£414,148		£387,988	-\$26,160	
RSF	RSF Total		£4,000,000		£4,000,000	£0	

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