

Transport, Regeneration and Climate Policy Committee

Wednesday 13 March 2024 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 Denise Fox
Councillor Ian Auckland
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
13 MARCH 2024**

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 14th February 2024.

(Pages 11 - 18)

5. Public Questions and Petitions

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

(NOTE: There is a time limit of up to 30 minutes for the above item of business. In accordance with the arrangements published on the Council's website, questions/petitions at the meeting are required to be submitted in writing, to committee@sheffield.gov.uk, by 9.00 a.m. on Monday 11th March 2024).

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 19 - 38)

Formal Decisions

8. **2023/24 Q3 Budget Monitoring** (Pages 39 - 50)
Report of the Director of Finance and Commercial Services
9. **Road Safety Action Plan**
Report of the Executive Director City Futures

Report to follow
10. **Sheffield Transport Vision**
Report of the Executive Director City Futures

Report to follow
11. **Parkwood Levelling Up Fund Acceptance** (Pages 51 - 62)
Report of the Executive Director City Futures
12. **Committee Climate Statement** (Pages 63 - 90)
Report of the Executive Director City Futures
13. **Decarbonisation Routemap: Energy, Generation and Storage** (Pages 91 - 126)
Report of the Executive Director City Futures
14. **Local and Neighbourhood Transport Complimentary Programme (LANTCP) 2024/25** (Pages 127 - 142)
Report of the Executive Director City Futures
15. **High Street Mosborough - Limited Waiting Parking Bays** (Pages 143 - 166)

Report of the Executive Director City Futures
16. **On-street residential chargepoint pilot scheme (ORCs): TRO consultation report** (Pages 167 - 218)
Report of the Executive Director City Futures
17. **Sheffield Active Travel Infrastructure Plan: initial engagement proposals** (Pages 219 - 232)
Report of the Executive Director City Futures
18. **Digitisation of the database management of Traffic Regulation Orders and associated delegated decision making** (Pages 233 - 240)
Report of the Executive Director City Futures
19. **Lodge Moor 20mph Scheme SLO Consultation Report** (Pages 241 - 270)

Report of the Executive Director City Futures

NOTE: The next meeting of Transport, Regeneration

and Climate Policy Committee will be held on a date to be confirmed

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 14 February 2024

PRESENT: Councillors Ben Miskell (Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Denise Fox, Ruth Mersereau, Safiya Saeed, Richard Shaw and Mike Chaplin (Substitute Member)

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillor Craig Gamble-Pugh. Councillor Mike Chaplin attended the meeting as his substitute.

2. EXCLUSION OF PRESS AND PUBLIC

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

3. DECLARATIONS OF INTEREST

3.1 Councillor Sangar declared a non-pecuniary interest in item 9 as the ward councillor for that area.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meetings of the Committee held on 11th December, 2023 were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 No petitions were received from members of the public.

5.2 The Policy Committee received three questions from members of the public. Two members of the public did not attend to ask their questions, written responses would be provided.

Questions from Roy Morris

Would it be a positive development to publicise the use made of traffic infringement charges?

More detail:

- What use is made currently of funds collected?
- Is there a potential benefit in giving a higher profile to these funds and their use?
- Would such publicity facilitate the development and public acceptance of measures to move towards net zero?

The Chair thanked the questioner for attending to ask their question and explained

that the council issues Penalty Charge Notices for civil contraventions of Parking, Bus Lane and Clean Air Zone restrictions. The Council did not derive any income from police issued fines.

The Council published the parking account (where Penalty Charge fees are received) annually, on its website. The use of the parking account is regulated by Section 55 (4) of the Road Traffic Regulation Act 1984 and the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022. These regulations set out the purposes for which income beyond the costs of running the parking service can be used:

- Provision and maintenance of off-street parking (parking account only)
- Funding public transport
- Highway and road improvements
- purposes of environmental improvement

The Penalty Charge Notices for the Clean Air Zone are regulated by Part III and Schedule 12 of the Transport Act 2000, Parts 2 and 6 of The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013. In the event that net proceeds are generated from the Scheme over the opening ten year period, these proceeds would be applied to facilitate the achievement of relevant local transport policies in Sheffield's Transport Strategy and the Sheffield City Region Transport Strategy in accordance with the following high level spending objectives:

- supporting the delivery of the ambitions of the Scheme and promoting cleaner air;
- supporting active travel and public transport use;
- supporting zero emission and sustainable infrastructure and actions in and around the city to improve air quality

A report to the Transport, Regeneration and Climate Policy committee at the meeting recommended endorsing the proposal to for a **Clean Air Investment Fund** which would commit an initial £1m of CAZ surplus income, when this was generated, to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school.

In terms of publicising the use of any surplus income, council officers brought a public report on the annual parking account to the Waste and Street Scene Policy Committee in December 2023, with detail on the work undertaken by Parking Services to manage traffic and support bus priority measures. The report to Transport, Regeneration and Climate Policy Committee on CAZ income would be accompanied by a press release and ongoing communications plan relating to the clean air implementation plan.

The council was keen to promote net zero and measures to increase public transport patronage are an essential strand to improving overall carbon emissions in the city.

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.

7.1.2 Councillor Safiya Saeed joined the meeting.

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 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. REGENERATION PROGRAMME UPDATE

8.1 Members considered a report of the Executive Director of City Futures that provided a summary of ongoing regeneration scheme projects in the city centre.

8.1.1 Questions were asked about the Castlegate site and the timeline of events leading to the demolition of the Market Tavern. The Chair explained that an internal investigation had been launched, by someone independent of the project, the results of which would be made public.

8.1.2 Members commented that it was exciting to see more people living within the ring road and asked if it would be possible to see the housing masterplan. Officers

agreed to provide a report on the work that was being undertaken with Homes England.

- 8.1.3 A question was asked about the Connected Places section of the report, the new bus stop hub on Rockingham Street and the well-used thoroughfare on Pinstone Street. It was suggested that a bus service was required where Pinstone Street meets The Moor. Officers confirmed that they would take that issue away to discuss and provide a written response.

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

Notes the information contained in the report.

8.3 **Reasons for Decision**

- 8.3.1 Each project has been or will be subject to its own options analysis.

8.4 **Alternatives Considered and Rejected**

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

9. **FULWOOD 20MPH SCHEME SLO CONSULTATION REPORT**

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

- 9.1.1 Members observed that many of the objections to the 20mph speed limit zones were with regards to the same issues and it was suggested that a list of frequently asked questions be included with the notice letters so that members of the public could make more informed objections. The officer advised that this was a matter they were aware of and that they worked closely with the Local Area Committees to try and address the common issues and get the correct messages out to residents.

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

a) Approve that the Fulwood 20mph Speed Limit Order be made, as advertised,

b) Approve the introduction of a part time 20mph limit on Fulwood Road outside Nether Green School,

c) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design

stage.

9.3 **Reasons for Decision**

- 9.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 9.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Fulwood be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 9.3.3 It is also recommended that a part time, advisory 20mph speed limit on Fulwood Road be approved for the same reasons as above.

9.4 **Alternatives Considered and Rejected**

- 9.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Fulwood (do nothing). However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.
- 9.4.2 Another possible option is to reduce the scope of the scheme. This is not considered a suitable option as it is contrary to the Council's 20mph speed limit strategy that aims to install 20mph limits on all suitable residential roads.

10. **HIGH GREEN 20MPH SCHEME SLO CONSULTATION REPORT**

- 10.1 The committee considered a report by the Executive Director for City Futures that detailed the consultation response to proposals to introduce 20mph speed limits in High Green, report the receipt of objections to the Speed Limit Order and set out the Council's response.
- 10.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-
- a) Approve that the High Green 20mph Speed Limit Order be made, as advertised,
 - b) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
 - c) Approve the introduction of a part time 20mph limit on Greengate Lane outside Greengate Lane Academy subject to no road safety issues being identified

through a Road Safety Audit (RSA) at the detailed design stage.

10.3 **Reasons for Decision**

- 10.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 10.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in High Green be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 10.3.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Greengate Lane for the same reasons.

10.4 **Alternatives Considered and Rejected**

- 10.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in High Green. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city

11. **CLEAN AIR INVESTMENT FUND**

- 11.1 The committee considered a report of the Executive Director City Futures providing an update on the Clean Air Plan including the bus retrofit performance issues and the development of a proposal for clean air investment.
- 11.1.1 A member of the committee referred to a report in the press about the Fargate area of the city and the air quality levels still being poor and asked if this was the case. Officers explained that this had not previously been an area of concern and offered to check the data and provide a written response.
- 11.1.2 During the discussion of the above item the Committee agreed, in accordance with Council Procedure Rules, that as the meeting was approaching the two hours and 30 minutes time limit, the meeting should be extended by a period of 30 minutes
- 11.1.3 Councillor Saeed left the meeting.
- 11.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-
- Endorses the continued liaison with HM Government for greater financial support to deliver zero emission bus fleet ambitions in Sheffield to mitigate the impacts

resulting from the performance uncertainty and delay relating to the Department of Transport's (DfT) bus retrofit programme (see section 3.2) and the predicated effect this will have on achieving legal air quality limits within the shortest possible time (as per our Ministerial Direction),

- Endorses the proposed approach to clean air investment planning, and note that further development will continue,
- Endorses the proposal to commit an initial £1m of CAZ surplus income to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school, as described in section 3.1, and note that officers will keep members of the committee informed of the development of the initiatives.

11.3 Reasons for Decision

- 11.3.1 Our modelling (approved by Government) at OBC and FBC stage included showed that all buses in Sheffield and those on key routes in Rotherham needed to be a minimum of Euro VI standard equivalent to achieve nitrogen dioxide legal limits in the shortest possible time as per our Ministerial Direction.
- 11.3.2 Therefore, achieving reduced emissions from scheduled buses is a material part of our Directed scheme, fundamental to achieving compliance with legal limits and continued liaison with HM Government to secure greater financial support to provide funding and solutions to reduce bus emissions and transition to a zero-emission bus fleet in Sheffield is critical.
- 11.3.3 As set out in this and the December 2023 committee report a cautionary approach will be taken to expenditure of CAZ surplus income to ensure sufficient funds are retained to cover life-cycle operation costs and any further mitigating activities required to achieve legal nitrogen dioxide limits across the city. However, it is important that there is continued investment in complimentary activities to reduce traffic emissions and improve air quality.
- 11.3.4 The recommendations for initial investment build on existing, successful schemes enabling these to be expanded to benefit school children and communities across Sheffield.

11.4 Alternatives Considered and Rejected

- 11.4.1 The parameters for use of CAZ income are described in section 3.1 and 6.3 of this report. Options for investment of CAZ surplus must meet the legislative purposes set out in the CSO Clean Air Zone Charging Scheme Order | Sheffield City Council. Options that do not meet the legislative key criteria cannot be considered.
- 11.4.2 As described in section 3.0 eligible options are under development and will continue to be reviewed with TRC members as work progresses. Options being considered for further development include strategic infrastructure projects that provide significant improvements to active travel, public transport and complementary public realm and environmental infrastructure (e.g. green walls).

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Report to Transport, Regeneration and Climate Committee

DATE 13th March 2024

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	Workplace Parking Levy
Referred from	Council 7 th February 2024
Details	Council asks the Transport, Regeneration and Climate Policy Committee to consider adding to its work programme, implementation of a workplace parking levy to leverage funding for active and public transport at comparable levels to Nottingham City Council, who raised around £680 million over 10 years;
Comments/ Action Proposed	@Tom Finnegan-Smith @Lorna Jackson (CEX)

Issue	Renewable Energy Strategy
Referred from	Council 7 th February 2024
Details	Council asks the Transport, Regeneration and Climate Policy Committee to consider adding to its work programme, an update on progress against the Renewable Energy strategy proposed by Greens in November 2022's full Council meeting;
Comments/ Action Proposed	@William Stewart @Mark Whitworth

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	June 2023

	Transport and our local priorities and programmes	
Flood and Water Overview	An overview of key Sheffield, Regional and National issues and policy influencing Flood and Water and our local priorities and programmes	June 2023
Climate Change Overview	An overview of key Sheffield, Regional and National issues and policy influencing our approach to Net Zero following the adoption of the 10 Point Plan	June 2023
Climate Change	Formal Elected Member training	TBC
Funding Landscape	Familiarisation with Directorates Funding and potential external sources of funding	June 2023

Appendix 1 – Work Programme

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

Item	Proposed Date	Note
NEW: Lodge Moor 20mph zone	13 th March 2024	
NEW: Report on the digitisation of the database management of Traffic Regulation Orders and associated delegated decision making.	13 th March 2024	
AMENDMENT		

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 7	13 th March 2024	Time 2pm					
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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>
2023/24 Q3 Budget monitoring		Jane Wilby	Decision			This committee	
Road Safety Action Plan	To present the plan to reduce KSI's in Sheffield	Tom Finnegan-Smith	Decision	Knowledge briefing in Jan and Feb	Have Your Say Questionnaire on the South Yorkshire Safer Roads Strategy that the Action Plan is built from.	Council	
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 Members throughout the drafting of the routemap.	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 programmes that are included in the routemap will be subject to further public participation and engagement.	This committee	
Sheffield Transport Vision	A new shared vision for	Tom Finnegan-Smith	Decision	A series of interactive workshops have been	The Transport Strategy, which was widely	This committee	

	<p>transport has been co-produced with the TRC Committee, to clearly articulate the city's transport ambitions and delivery priorities. It is proposed that this Sheffield Transport Vision will provide an overarching narrative for the adopted Sheffield Transport Strategy (2019), setting out how this aligns with more recently adopted policy and strategy including the Decarbonisation Route Maps and the submitted Sheffield Plan.</p>			<p>held with Members of the TRC Committee, providing opportunity for in-depth discussion to shape the Vision as it developed.</p>	<p>consulted upon as part of the development of the Sheffield Transport Strategy 2019. The purpose of this Vision is to align the more recent city narratives on the back of the existing Transport Strategy, and set out the city's ambitions, particularly in relation to more recently adopted, and already consulted up policies and strategies.</p>		
Committee Climate Statement		Mark Whitworth	Decision			This committee	
Local and Neighbourhood Transport Complimentary Programme (LANTCP) 24/25	<p>To seek appropriate approval to manage variations to existing projects as well as</p>	David Whitley	Decision	<p>The initial LaNTP programme will be based on a December 2023 LANTCP and RSF report, with additions considered by</p>	<p>This will be part of taking forward the individual projects within the overall Programme.</p>	This committee	

	approval for new schemes being added to the programme - noting that individual projects will still need to go through the Councils capital process – to be approved by the Strategy and Resources committee			<p>Committee through a knowledge briefing 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>			
High Street Mosborough – Limited Waiting Parking Bays	To report receipt of objections to an experimental traffic regulation order and to recommend that Members make the order as currently implemented.	Jamie Proctor	Decision	The proposed limited waiting parking bays Experimental Traffic Order was advertised on 8th December 2022 and became active on site 3 rd January 2023. Notices with plans and a statement of reasons sent via email to the Cabinet Member for Transport and Development, Local	A pre-consultation letter was sent out to affected properties prior to the advertisement of the scheme. The order was advertised on 8th December 2022 by Notice in the local press, street Notices were placed on High Street Mosborough and consultation letters delivered or emailed to affected properties	This committee	

				Ward Members and Statutory Consultees.	<p>inviting comment on the proposals.</p> <p>The Sheffield Council website has plans of the proposals with ways to comment/ object to proposals.</p>		
Levelling Up 3 Funding Acceptance	Acceptance of the funding to deliver the outputs specified in the Levelling Up Fund Parkwood Springs bid.	Alan Seasman	Decision	The committee was briefed on the project when the bid was submitted and subsequent briefings have taken place with the chair following award of the funding.	<p>Significant consultation has been undertaken over the last several years.</p> <p>As part of the delivery of the project a stakeholder group and area board are being established to ensure stakeholders are engaged at every stage of the project.</p>	This committee	
NEW: Report on the digitisation of the database management of Traffic Regulation Orders and associated delegated decision making.	To raise Member awareness about the move to a map based traffic order database and to seek approval to delegate decision making to the Director of Investment, Climate Change and Planning	Andrew Butler	Decision	It is planned to write to all Members prior to the proposed order being formerly advertised and to brief Local Area Committees explaining why a new TRO is being advertised.	As there will be no change to restrictions on street or in how these work and because the proposal covers the whole of the City it is proposed to limit public participation and engagement to the statutory minimum required by the legal process which is a Notice in the Sheffield Telegraph.	This committee	

<p>NEW: Lodge Moor 20 mph zone</p>	<p>To consider the objections made but support the making of the Speed limit order to and for works commence (subject to no RSA issued being raised)</p>	<p>Lisa Blakemore</p>	<p>Decision</p>	<p>Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the consultation going live.</p> <p>Regular contact with local members as the consultation progressed helping to answer queries that came direct to them from constituents as well as asking their opinions about if any further engagement is needed and other issues that arose such</p>	<p>Letter sent to all affected properties with plans and various ways to comment/ object to the proposals</p> <p>Street notices with information about the affected streets placed on lighting columns on all effected streets detailing how to comment/ object or request more information</p> <p>Speed limit order advertised in Sheffield Telegraph</p> <p>Sheffield Council website has plans of the</p>		

				as the petition that was received.	proposals with ways to comment/ object to proposals		
On-street residential EV charging points pilot scheme (ORCs): TRO consultation report	To consider the objections made but support the making of the Orders and for works to commence (subject to no Road Safety issues being raised).	Tom Finnegan-Smith	Decision	Councillors in the relevant Wards have received regular updates and been copied into all the information sent to residents. LAC Chairs and lead Committee Members have also had these details. There was a knowledge briefing for TRC Committee Members.	<p>Public engagement has included to date:</p> <p>Information letters to frontages and the immediate vicinity advising of the forthcoming proposals.</p> <p>Setting up of scheme-specific email and freephone enquiry contacts.</p> <p>Newsletter to a wider area, approximately 7-800 addresses near the proposed sites.</p> <p>Information letter including plans specifically regarding the TRO advertisement and deadline dates for comments/ objections.</p> <p>Traffic Regulation Orders have been advertised:</p> <ul style="list-style-type: none"> • in the Sheffield Telegraph • on the Sheffield Council website. The website 	This committee	

					<p>included plans of the locations with ways to comment/object to proposals.</p> <ul style="list-style-type: none"> • By street notices placed on street furniture on all affected streets detailing how to comment/object or request more information. 		
Sheffield Active Travel Infrastructure Plan: initial engagement proposals	<p>To agree approaches outlined to public engagement to enhance our evidence base underpinning the pending Sheffield Active Travel Infrastructure Plan.</p> <p>To support the commissioning of a community engagement specialist to assist in finalising the engagement plan and to work alongside Council officers in</p>	Tom Finnegan-Smith	Decision	<p>In February 2023, a series of three workshops brought together SCC Public Health and behavioural science specialists from Sheffield Hallam University with Members, to examine barriers and enablers to communicating safer, more sustainable environments and journeys.</p> <p>Via a TRC Knowledge Briefing, Members have been informed about the emerging active travel funding</p>	<p>In addition to soundings already undertaken with TRC Members, initial contact has been made with Local Area Committee officers and Members in some LAC areas. This is to help understand potential opportunities for local engagement and community input to engagement prior to submission of our bid to Government in Autumn (date TBC by DfT).</p> <p>Feedback from all parties has helped shape our proposed approaches to engagement.</p>	This committee	

	<p>delivering engagement this summer.</p>			<p>opportunity and the need to conduct prior public engagement. Members would be kept informed via Knowledge Briefings on the progress of the engagement plan and its delivery. A report on engagement outcomes will be part of a wider presentation to Members outlining the evidence base and criteria (including from DfT) for CRSTS2 prioritisation, likely to be to September TRC.</p>	<p>Activities would need to take place over the summer and are likely to include</p> <ul style="list-style-type: none"> • Local engagement through a variety of channels involving LACs and local community organisations to gauge understanding of why we are proposing AT schemes, identify key destinations and help understand barriers and enablers to AT • Meetings with city-wide groups with an equality brief or a specialist transport knowledge to enhance understanding of active travel challenges 		
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					<ul style="list-style-type: none">• Using short paper surveys targeted in community venues and longer questionnaires with key stakeholder groups to enhance our understanding of the barriers and enablers <p>An over-arching aim will be to reach groups and individuals who often are not heard in such engagement by SCC. This high-level proposal is subject to change given Member input, available resources and advice from engagement specialists about what works best. With Members' agreement, and via a competitive tender, we will bring in a community engagement specialist to help devise the SATIP engagement plan.</p>		
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								The findings from engagement will supplement the emerging evidence base being compiled by consultants WSP for the SATIP, as we move towards identifying how and where we might best spend the next round of AT funding. Here the emphasis will be more on enabling walking in local areas than the first funding round which focussed on cycling somewhat longer distances.	
Meeting 1 2024/25	June 2024	TBC							
Topic	Description	Lead Officer/s	Type of item	<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)	Internal Deadlines <i>(i.e. funding deadlines, submission deadline etc)</i>		
Crookes Valley Rd/Harcourt Rd/Oxford St Local Safety Scheme.			<ul style="list-style-type: none"> Decision Referral to decision-maker Pre-decision (policy development) Post-decision (service performance/ monitoring) 			<ul style="list-style-type: none"> This Cttee Another Cttee (eg S&R) Full Council Officer 			

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

Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> • <i>Decision</i> • <i>Referral to decision-maker</i> • <i>Pre-decision (policy development)</i> • <i>Post-decision (service performance/ monitoring)</i> 	<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>
Barnsley Rd at Herries Rd/Owler Ln Local Safety Scheme.							
A625 Ecclesall Road Road Safety Project.							

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

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

All agenda items will anyway be supported by the following:

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

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

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

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

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

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

Appendix 3 – Public engagement and participation toolkit

Public Engagement Toolkit

On 23 March 2022 Full Council agreed the following:

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

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

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

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

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

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

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

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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 Regen & Climate Committee*

Date of Decision: *13th March 2024*

Subject: *2023-24 Q3 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 Q3.

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: <i>Sarah Bennett, Assistant Director, Legal Services</i>
		Equalities & Consultation: <i>Adele Robinson, 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 SLB 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: 1 st March 2024	

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 Q3 Financial Position by Directorate

1.2. At the end of the third quarter of 2023-24, the Council's revenue budget shows a forecast overspend of £16.7m. This was an improvement of £700k from the previous quarter's outturn position.

Full Year £m	Q3 Outturn	Budget	Q3 Variance	Q2 Variance	Move ment
Neighbourhood Services	148.9	146.8	2.1	3.3	(1.2)
Adults	146.7	144.2	2.6	3.4	(0.8)
Children's	142.5	131.3	11.2	8.8	2.4
City Futures	49.2	48.8	0.4	1.0	(0.6)
Strategic Support	15.0	10.6	4.5	4.4	0.0
Public Health & Integrated Commissioning	12.8	11.2	1.6	1.8	(0.2)
Corporate	(498.4)	(492.9)	(5.5)	(5.2)	(0.3)
Total	16.7	(0.0)	16.7	17.4	(0.7)

1.3. This overspend is due to a combination of factors. Agreed Budget Implementation 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	(4.7)	2.9	3.9	2.1
Adults	(11.2)	3.5	10.3	2.6
Children's	(5.0)	4.0	12.2	11.2
City Futures	(0.1)	0.4	0.1	0.4
Strategic Support	(1.1)	0.1	5.5	4.5
Public Health & Integrated Commissioning	(0.5)	0.0	2.0	1.6
Corporate	0.0	0.0	(5.5)	(5.5)
Total	(22.7)	10.9	28.5	16.7

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 general fund budgets in 2021/22 and 2022/23 have meant we have drawn almost £40m from this reserve to date. Current overspends of £16.7m would deplete this reserve to just £14m for budget overspends for 24/25 and beyond. Given this challenging position and likely requirement in the next few years to draw on this reserve, a further £12.5m has been identified from a one-off surplus from our collection fund. This is subject to approval at full council on 6th March.

1.5. 2023-24 Q3 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	Q3 Outturn	Budget	Q3 Variance	Q2 Variance	Moveme nt
Adult Health & Social Care	154.6	152.5	2.1	3.1	(1.0)
Communities Parks and Leisure	46.8	47.1	(0.4)	0.8	(1.2)
Economic Development & Skills	11.1	11.1	0.0	(0.0)	0.1
Education, Children & Families	145.6	132.4	13.2	10.9	2.3
Housing	11.1	8.2	2.9	3.2	(0.3)
Strategy & Resources	(462.7)	(462.5)	(0.2)	0.6	(0.8)
Transport, Regeneration & Climate	43.6	43.6	(0.0)	(0.0)	0.0
Waste & Street Scene	66.6	67.6	(1.0)	(1.1)	0.1
Total	16.7	(0.0)	16.7	17.4	(0.7)

1.5.2. In 2022/23, 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. Whilst there is a likelihood we may receive some additional government funding in the final quarter of 2023/24, it is unlikely we will see an improvement on this scale.

Many underlying budget issues in social care services still remain and this is reflected in the current forecast position.

1.5.3. Most of the overspend is due to underlying cost and demand pressures in services. We estimate that £28.5m is embedded in the baseline costs but is somewhat mitigated by one-off income:

Full Year Variance £m	One- off	BIPs	Trend	Total Variance
Adult Health & Social Care	(11.5)	3.5	10.1	2.1
Communities Parks and Leisure	(0.2)	0.1	(0.2)	(0.4)
Economic Development & Skills	0.1	0.0	(0.1)	0.0
Education, Children & Families	(5.2)	4.0	14.4	13.2
Housing	(1.7)	0.2	4.4	2.9
Strategy & Resources	(3.6)	2.8	0.6	(0.2)
Transport, Regeneration & Climate	0.0	0.1	(0.2)	(0.0)
Waste & Street Scene	(0.6)	0.3	(0.7)	(1.0)
Total	(22.7)	10.9	28.5	16.7

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

General Fund Budget Implementation 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	28.0	3.5	3.5	0.0
Comm, Parks & Leisure	2.0	1.9	0.1		0.1
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	1.4	2.7	2.5	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	36.8	10.9	6.4	4.5

The current forecasts show £10.9m savings plans are undeliverable this year. This represents a delivery rate of 77% against target with a further 23% set to be delivered in the following year.

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 reserves to meet these overspends if they are not managed and mitigated. Delivering in year budgets must be a key focus for all services for the Council to retain financial sustainability.

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- 1.5.5. Inflation is continuing to fall; from April 2023 CPI at 7.8% to 4.2% in December (month 9). Whilst we are seeing some stabilisation in the cost base, the fall in inflation does not mean that our costs 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 £2.1m** The main area of overspend in the service sits in staffing budgets. The high cost of packages of care put in place during covid increased our baseline costs and this carries into 23/24. Work to review packages of care has continued throughout 23/24 which has helped to reduce baseline costs in Homecare. This work and one-off funding has mitigated the position again this year leaving a £0.5m overspend in the purchasing budgets. However, there remains an underlying pressure of around £10m, a significant aspect of which is within Learning Disabilities, plus £3.5m savings undelivered in 23/24 which will need to be resolved through the Recovery Plan for 2024/25. This was presented to Committee 31 January 2024 detailing how underlying issues, which are estimated at around £17m including additional staff pressures, will be addressed. Action owners and responsible Assistant Directors are currently working through implementation plans to ensure the requisite staff capacity and any additional resources are made available.

- 1.6.2. **Education, Children and** The key overspends in the service relate to placements with external residential placements a particular issue which are

Families are forecast to overspend by £13.2m forecast to overspend by £6.7m. The average placement cost has increased to £5,800 per week but due to a limited number of places in the city, placements for the most complex children can cost much more. Actions are being taken to ensure that 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. Overall looked after children numbers have remained stable with increased demand being met, where possible, through family based placements.

Further demand in home to school transport costs are forecast to create a £3.6m overspend against budgets this year. Since the start of the new school year, the overspend has increased due to a further 180 children now requiring transportation to school. Sheffield City Council are now supporting over 2,365 children with transportation to school, this has increased by almost 1,000 children in 4 years, and demand is forecast to continue to increase. An overarching SEND review, including Home to School Transport, is currently underway. Outcomes from the review will bring about longer-term changes to reduce pressures but the underlying cost base will be difficult to reduce due to the rising demand for the service.

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 £4.5m for temporary accommodation and £3.5m for supported accommodation. The shortfalls are split between the Housing General Fund and Strategy and Resources budgets respectively.

The Budget Implementation Group

1.6.4. **A working group is in place to drive** A senior officer working group has been established to help drive delivery of the budget. The purpose of the Budget Implementation Group (BIG) is to improve the delivery of the

improvements in budget delivery	Council's annual Revenue Budget (both General Fund and Housing Revenue Account), challenge and drive delivery of the Budget Implementation Plans (BIPs) and make recommendations for the allocation of transformation funding. 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.
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Transformation Funding

1.6.5. 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 transformational 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.
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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 are working to stabilise the organisation and bring budgets back to a steady footing for the future. Each programme of work is being monitored, and progress reported to the Council's Performance & Delivery board to ensure activity remains on track. Overall performance will be reported to the finance committee as part of in-year budget monitoring briefings, with relevant policy committees overseeing progress on programmes in their areas.

Medium Term Financial Analysis (MTFA) & 2024/25 Budget

1.6.6. By law, the council must set a balanced budget	The Council is facing a challenging financial position. The Strategy and Resources Committee on 5 th 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.
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Each Committee has worked to reach savings targets to achieve a balanced budget for 2024/25. On February 21st 2024, the Strategy and Resources committee recommended the budget to full Council on 6th March.

For 2024/25 we are forecasting pressures of £79m for Committees budgets. These pressures result from rising demand for services but also significant increases in contract and price inflation due to the current economic backdrop. Approximately £49m of these pressures relate to Social Care Services. Through our 2024/25 Business Planning Process, Committees managed to identify £8m of savings to help deliver the balanced budget. Delivery of these savings will require steadfast commitment, and targeted resources from the Council to be successful.

In addition to these savings, increases in Business Rates income and associated grants, uplifts to sales fees and charges where appropriate, additional funding from government (mainly ringfenced to social care) along with the difficult decision to increase Council Tax by 4.99%, means we are able to set a balanced budget for 2024/25.

23-24 Q3 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)		41.2	41.1	0.0
	Regeneration And Development (Capital Delivery; Property Regeneration, Director Of Regeneration And Development)		2.4	2.5	(0.0)
	Total		43.6	43.6	(0.0)

The TRC committee has demonstrated effective financial management against budgets and has continued to forecast a balanced revenue outturn position this quarter. Q2 also forecasted to balance income and expenditure against budget.

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, Director Of Regeneration And Development)		0.0	0.0	(0.0)	(0.0)
	Total		0.0	0.1	(0.2)	(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 as shown in the below table.

1.7.3. **Budget Savings (BIPS) £m**

Service/ Description	Total Savings	Deliverabl e in Year	In Year Gap
DLUC funding for Regeneration team (year 1 of 2/3)	0.2	0.2	0.0
REGENERATION AND DEVELOPMENT Total	0.2	0.2	0.0
Increase price of skip permits to cover increased costs	0.0	0.0	0.0
Increase to base budget to reflect sustained improvement	0.2	0.2	0.0
Increase to discretionary fees and charges to cover increased cost of service.	0.2	0.1	0.1
Increased charge to cover pay award	0.1	0.1	0.1
Reduction in the SCC contribution to SY fund with no impact on provision.	0.0	0.0	0.0
Use of Planning reserve to fund balance of pay award if deemed as required	0.1	0.1	0.0
PLANNING, INVESTMENT & SUSTAIN Total	0.6	0.4	0.1
Committee Total	0.8	0.7	0.1

The shortfall against target relates to the proposal to increase fees and charges for Building Control services.

1.7.4. A breakdown of budgets included in the TRC committee is provided below for further detail on the split between income and expenditure budgets:

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	(6.6)	19.8	13.2	(0.8)
PLANNING SERVICES	3.2	(3.3)	7.3	4.0	0.8
CAPITAL DELIVERY SERVICE	2.0	(6.1)	8.1	2.0	(0.0)
PROPERTY REGENERATION	0.3	(1.0)	1.3	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)
CLEAN AIR ZONE	0.0	(7.4)	7.4	0.0	0.0
Grand Total	43.6	(25.0)	68.6	43.6	(0.0)

1.7.5. **The underspend is due to Highway Network activity** Contributory factors in the underspend are vacancies within Transport & Infrastructure relate to extra income from higher than planned Highway Network Management activity. This is entirely offset by continued reduced planning fee income for the year.

1.7.6. **There are overspends in development control** Planning applications are forecast to fall short of income targets by £441k and building standards £363k this year, which is a similar position to the previous quarter. Income is unlikely to recover to budgeted levels for the remainder of the year.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The recommendations in this report are that the 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

Author/Lead Officer of Report: Jo Calcutt-Scott,
PMO Manager

Tel: 0114 273 6036

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

Report to: *Transport, Regeneration and Climate Committee*

Date of Decision: *14th March 2024*

Subject: *Parkwood Levelling Up Fund Acceptance*

Type of Equality Impact Assessment (EIA) undertaken	Initial <input checked="" type="checkbox"/>	Full <input type="checkbox"/>
Insert EIA reference number and attach EIA		
Has appropriate consultation/engagement 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:-		
<p><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></p>		

Purpose of Report:

The purpose of this report is to provide the context for a recommendation to accept government grant offers from the Department for Levelling Up, Housing and Communities (DLUHC) of £19,389,336 for Parkwood as part of the Levelling Up Fund (LUF). This will fund the project through further feasibility, design and delivery.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Committee;

- Approve Sheffield City Council acting as the accountable body for £19,389,336 of Levelling Up Fund round 3 funding from DLUHC, in relation to Parkwood Springs, subject to the key terms, responsibilities and risks in the final Memorandum of Understanding being the same as those summarised in this Report.

Background Papers:

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>Mark Wassell</i>
		Legal: <i>Gemma Beecroft</i>
		Equalities & Consultation: <i>Louise Nunn</i>
		Climate: <i>Kathryn Warrington</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>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 SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Jo Calcutt-Scott</i>	Job Title: <i>PMO Manager</i>
	Date: 05/03/2024	

1. PROPOSAL

- 1.1 This report seeks approval to accept £19,389,336 of funding from the DLUHC from the Levelling Up Fund to deliver a package of projects in Parkwood. Funding has been awarded for delivery of proposals set out in the bid documents. Further work is required to firm up the detail of these proposals and additional reports and updates will be brought through the appropriate governance for decision as the projects progress.
- 1.2 Despite best efforts over the past decade, a set of critical constraints have thwarted the redevelopment of Parkwood Springs. These include:
- Physical access to and through the site
 - Basic site preparation to make it safe and ready for new development
 - Basic infrastructure, environmental and public realm improvements
- 1.3 The need for public intervention is evidenced by the failure of proven operators to advance viable development solutions in the past – notably due to these extraordinary up-front transport, infrastructure and site preparation costs.
- 1.4 An open market competition in 2017 identified a preferred development partner. Detailed design and development work revealed a series of complex physical and infrastructure requirements that – taken together – compromised the project’s viability. After successive extensions of the milestone dates in the Agreement to Lease, the Council explored a range of alternative options. Further market testing was undertaken, which reaffirmed that development was unlikely to come forward without a solution to these constraints.
- 1.5 Through that process, a proven international operator advanced a compelling proposal for a ‘Gravity Park’ centred around a state-of-the-art luge attraction, and complementary Pay-to-Play leisure activities. This will be the first of its kind in their global portfolio, with potential to be an international destination, which is fully consistent with Sheffield’s Outdoor City aspirations.
- 1.6 A cabinet report of 15th December 2021 recommended that to take the work forward funds were allocated to undertake site investigation work and site clearance, complete a transport assessment and ecological and environmental assessment and that Officers further develop the proposals for the Gravity Park with the developer.
- 1.7 The Gravity Park’s viability, however, is dependent on public investment to meet these critical access, infrastructure and site preparation requirements.

1.8 The projects included in the bid are as follows;

1.8.1 Access

Site access is poor and could not – in its current state – support a leisure development on the site. Central to any development of Parkwood is improved accessibility for all modes of transport (public, vehicular, bike and pedestrian). Consistent with the City’s transport and environmental strategies, these improvements should also seek to incentivise and enable more sustainable modes of travel and reduced energy consumption. Proposed interventions that have been thoroughly assessed and costed include:

- New road access
- Transport hub and bike park
- Investment in interior trails, paths and wayfinding
- Relocation of existing business to enable these improvements

1.8.2 Site Preparation

Works are required to make the site safe and suitable for development and to deal with the legacy of past uses. These include the clearance of ski village remains, safe disconnection of old utilities, and the treatment of invasive vegetation. Costed proposals include:

- Clearance of ski village remains, such as old matting and track; lighting and ski lift columns and associated cable runs and ducts; old building foundations; and fly tipped materials
- Safe disconnection of the historic water and electric supplies to the ski village and the capping of old drains
- Treatment of invasive vegetation species, including the fencing off of Japanese knotweed near to public footpaths / rights of way

1.8.3 Infrastructure

Targeted infrastructure investment is needed around the site to improve approaches by public and private transport, including vehicular, pedestrian and cycle routes. The current environment at Rutland Road junction is a busy intersection in a former industrial area that would be transformed by enhanced public realm and improved connectivity. The area is connects two catalyst housing sites – comprising some 2,500 new homes – identified through joint work with Homes England on Sheffield’s City Centre Vision. The opportunity to enhance this large new community with safe access to a nearby country park should not be missed. These improvements would be based on the Council’s award-winning ‘Grey to Green’ programme for public realm that introduces Sustainable Urban Drainage and planting to mitigate flood risk and increase bio-diversity. Costed proposals include:

- Creation of new public realm and strategic approaches using ‘Grey to Green’ model

- Creation of new fit-for-purpose event space

1.9 This report seeks the approval to accept the funding from DLUHC only. All capital expenditure will be subject to compliance with the Council's budget processes, financial regulations and capital approval process; and the details, risks and financial implications will be included within the individual business cases for each project and submitted for authorisation via the capital approval process. The Council will not commit to any expenditure, and not enter into any match funding agreements or other agreements until the business cases have been approved.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The Levelling Up Fund programme has clear alignment to the Councils Plan:

2.1.1 A place where all children belong and all young people can build a successful future.

- Parkwood Springs will normalise a culture of regular physical activity for children and young people. New facilities in the park will also support learning about natural and environmental sciences.
- Regular physical activity is associated with improved educational attainment. Multiple studies have found that 'children who were more active performed significantly better in writing and mathematics', while physical activity has a 'long term positive impact...on academic attainment in adolescents.'

2.1.2 Great neighbourhoods that people are happy to call home.

- In the absence of a national measure, the Community Needs Index (CNI) serves as a useful proxy. Sheffield's CNI (81.79) is roughly average among the Core Cities, but markedly higher than the national average (68.4), indicating a higher level of community need.
- The Ski Village that previously occupied much of the site was a source of local pride. Since its destruction in 2012, the lack of a sustainable re-use and uncertainty about its redevelopment has frustrated local communities.

2.1.3 People live in caring, engaged communities that value diversity and support wellbeing.

- Sheffield can set a new standard for the creation of a clean and healthy place that encourages more physical activity in the natural

environment. Parkwood Springs is emblematic of that potential.

2.1.4 **A creative and prosperous city full of culture, learning and innovation.**

- Parkwood Springs will create training opportunities at multiple levels. The project will also be an important 'quality of life' anchor for the City's inward investment agenda, which is essential for attracting high-value businesses.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The community has been instrumental in proposing solutions and delivering improvements at Parkwood Springs, including footpath improvements and ongoing maintenance, heathland restoration, an agro-forestry area, woodland management, public events, and a 2km mountain bike trail with over 10,000 users a year.

3.2 The Friends of Parkwood Springs, Friends of Wardsend Cemetery, local schools and many other organisations have led this work. They are united by the same ambition: to create a better environment for people to learn, play and enjoy the outstanding natural environment that Parkwood Springs has to offer.

3.3 Staying true to this spirit of collaboration and co-creation, the City Council has undertaken extensive stakeholder engagement and public consultation in preparing a vision and masterplan for the site.

3.4 Statutory consultees include:

- Historic England
- The Coal Authority
- Sheffield and Rotherham Wildlife Trust
- Friends of Parkwood Springs
- Access Liaison Group

3.5 All stakeholders were generally supportive of the vision and several made constructive suggestions for improvement of the masterplan. These included: changes to improve physical access and site-wide connectivity; a stronger emphasis on biodiversity; and recognition of the site's potential as a regional, if not national tourist destination. The unique nature of the site and strength of the opportunity was recognised by all, with several consultees reinforcing the need to be 'bold' and 'ambitious'.

3.6 A six-week consultation process also produced nearly 300 responses to a detailed questionnaire on the vision. These were collected through public events and online. A detailed Feedback Report is available at Appendix 1. Its key findings are summarised as follows:

- About 85% of respondents are supportive of the vision
- About 88% of respondents are supportive of its specific objectives
- Many cautioned that the area not be over-developed as its main asset is the 'wild' natural environment
- Enthusiasm was conveyed for creation of outdoor sporting activities, including biking trails, walking trails, climbing facilities, extreme sports, educational areas, etc.
- There is a strong desire to have activities for everyone, including families
- Concerns were expressed about the need for on-site parking, especially to encourage access for disabled people
- Significant calls for better access, improved permeability through the site, and better connectivity to surrounding areas
- Requests for additional facilities with public toilets
- Requests for the creation of a 'hub' or park centre, where additional facilities could be located e.g. Toilets, café, seating, equipment hire, children's play, educational areas, etc.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 The investment from the bid will provide the next step in improving job, educational and well-being opportunities for local people. The project will improve open space for recreational and leisure use for existing and future residents in the Parkwood area. The creation of a development site will create an opportunity for commercial and other uses and could open up work opportunities both through the construction phase and in the final occupation of the development plot.

4.1.2 Overall the project should have a positive impact, particularly on specific users groups - young people, women, disabled and BAME - supporting these groups to take part in physical activity on the proposed new facility and through the associated programme of activity. The project aims to create thriving community sports clubs led by inspirational, local volunteers which will provide life-changing opportunities for young people whilst creating a positive and permanent resource for the community. The facility within the park will be open and accessible to all and supported by a programme of targeted activities for under-represented groups, providing the opportunity for a range of users from the local community to come together for leisure, recreation and socialising - helping build cohesion in the local community.

4.1.3 As has been demonstrated in previous phases of projects at Parkwood Springs positive improvements have a positive impact on the local communities and users of the site - further evidence of impact will be collected through the development of the project (including a full evaluation which will be undertaken as part of the British Cycling funded element of the project).

4.1.4 An EIA has been completed for the project, reference 852, this will be updated throughout the projects development.

4.2 Financial and Commercial Implications

Current Position Regarding Grant Memorandum of Understanding

4.2.1 Under DLUHC's Levelling Up Fund (LUF) Sheffield has been allocated a provisional grant offer of £19.389m for the Parkwood Springs project. At the moment, DLUHC have not issued any detailed grant terms and conditions. The expectation, based on advice received from the Levelling Up team, is that the terms will be largely in line with those used in the previous round one funding agreements and as such, the implications in this report are based on the previous round one DLUHC grant Memorandum of Understanding (MOU).

Key Features of Previous Grant Memorandum of Understanding

4.2.2 There are no clawback provisions within the MOU however the funder holds the right to withhold funding if we fail to evidence delivery. This presents minimal risk to the Council as rigorous reporting mechanisms are / will be in place to evidence delivery. Future business cases will ensure that the reporting arrangements are in line with DLUHC requirements, and information is provided by the third parties where applicable.

4.2.3 SCC are liable for any costs over and above the grant. Again, this presents minimal risk as projects will work within the funding parameters and projects can be scaled to ensure cost overruns are mitigated.. All grant funding must be spent by March 2026, and this will be detailed within the business cases submitted for approval. Current programmes for SCC led projects and third parties all have completion dates within the parameter, the risk of not meeting this is therefore minimal. The grant will be paid in 6 monthly instalments, July and January of each year. Amounts for instalments will be agreed at the start of each financial year and based on the spend profiles of the projects. This allows SCC to have some degree of control over the drawdown of funding and should mitigate the need for the Council to cashflow the projects whilst waiting for funding to come in.

4.2.4 Key features (not exclusive) of the MOU are summarised below. The Grant Manager will need to read, understand and comply with all of the MOU requirements and ensure that there are no ongoing unfunded costs once the project has ended.

4.2.5 Project Outputs/Outcomes

- As set out in Project Output/Outcome Indicators (Annex A)
- Projected Timeline & Key Milestones (Annex A)

4.2.6 Financial Terms

- SCC to use the funding as per the approved application and provide evidence
- Grant paid Jan/Jul on meeting delivery targets
- Project assurance via formal monitoring /reporting
- Application/project management update (PMU) sets out projects details /outputs etc
- Grant paid via S50 UK Internal Markets Act (2020) for capital expenditure only
- Payments require S151 signed Statement of Grant Usage/quarterly return
- DLUHC may adjust/withhold payments if there are delivery issues
- Changes to spending profiles to be approved by DLUHC (not guaranteed)
- SCC responsible for cost over runs/underwriting third party match funding
- The grant must be spent by 31 March 2026
- S151/Chief Auditor to sign a declaration no later than six months after project completion
- Comply with all monitoring/reporting requirements (inc. quarterly reporting)
- DLUHC will provide SCC with the Assurance/ Performance Management Framework
- S151 Officer to provide six-monthly assurance return where appropriate
- SCC to evidence a LUF delivery board / adoption of LUF governance
- SCC to ensure governance /assurance arrangements to include (not exclusive) legal, state aid /subsidy control, procurement, compliance with Fraud Risk Assessment guidance (Annex B)
- Any proposed project changes require advanced funder approval
- Amendments to the MOU require the agreement of both parties
- The MOU is not legally enforceable, but SCC will act to ensure that all the requirements of the MOU are complied with in full.

4.2.7 Match Funding / Other Risks

- For the project to achieve the required outputs/outcomes identified in the bid all parties will need to ensure that their match funding proposals are eligible, available to use and evidenced and that the relevant agreements are developed within the required timescales to reflect this
- All match funding is secured so this represent minimal risk to the Council.

4.3 Legal Implications

- 4.3.1 The Council has a general power under Section 1 of the Localism Act 2011 to do anything that an individual may generally do, provided it is not prohibited by other legislation and the power is exercised in accordance with the limitations specified in the Act. This enables the Council to become accountable body for the £19,389,336 of funding from DLUHC.
- 4.3.2 It is understood that the Council will be required to sign an MoU to receive the funding. Although the MoU has not yet been provided to the Council it is believed that the terms will be the same as those agreed for previous funding from DLUHC. Key terms have been highlighted above in the financial implications. If the MoU is materially different from those detailed, a further decision will be sought.
- 4.3.3 This report seeks approval to accept funding from the Levelling Up Fund only to deliver a package of projects as outlined, the detail of these proposals will be set out within future additional reports when authority will be sought in relation to expenditure.
- 4.3.4 Subsidy control assessments will need to be carried out in relation to this funding.

4.4 Climate Implications

- 4.4.1 A climate impact assessment has been undertaken for the project and further assessments will be completed as each element of the project moves through the business case process.
- 4.4.2 The project will introduce cycle and walking routes alongside trails and improvements to green space. The project will also create a shovel ready development plot at Parkwood for a future operator, reasonable measures will be undertaken to ensure sustainability is considered at all stages of the development.
- 4.4.3 As part of the new access road and associated public realm SUDs will be introduced where appropriate along with greening of the space.

4.4 Other Implications

- 4.4.1 None identified at this stage but will be detailed in the business cases.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Do nothing

- 5.1.1 Not accepting LUF funding would mean foregoing the opportunity to deliver significant capital interventions in Parkwood and the associated economic, environmental and social benefits. No benefits would be

delivered along with no contribution to the Council plan.

- 5.1.2 If the proposed programme does not come to fruition, the impact will be a continued decline in areas that have already suffered years of economic and social deterioration. These areas cannot continue to be ignored, if this funding is lost alternative funding will need to be sought to allow the necessary investment to be made to support the regeneration of these parts of the city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The preferred option, to accept the funding and deliver the projects within the bid, takes advantage of an opportunity to regenerate a key part of the city. The funding will allow us to deliver improvements that residence, business owners and other key stakeholders are keen to see happen and will make a real difference to the local communities.
- 6.2 It is therefore recommended to approve Sheffield City Council acting as the accountable body for Levelling Up Fund 3 Parkwood Springs subject to the key terms, responsibilities and risks in the final grant agreement being the same as those summarised in this Report.



Report to Policy Committee

Author/Lead Officer of Report: Wil Stewart

Tel:

Report of: Wil Stewart

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: 13th March 2024

Subject: Transport, Regeneration and Climate Committee Committee Climate Statement

Type of Equality Impact Assessment (EIA) undertaken	Initial <input checked="" type="checkbox"/> Full <input type="checkbox"/>
Insert EIA reference number and attach EIA	EIA ID: 2455
Has appropriate consultation/engagement taken place?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below: -	
<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:

The Committee Climate Statements:

1. Respond to the Annual Climate Progress Report 2022/23 in a timely manner.
2. Restate the cross-party council commitment to taking what action we can to address the climate emergency, adapt our city and council for a changing climate and reduce emissions to achieve our ambition to be a net zero city and council by 2030.
3. Increase understanding of the impact climate change will have on committees, the opportunities that tackling climate change offers, and the contribution to climate and net zero action each committee is currently making and needs to make moving forward.

This report highlights the Climate Statements and asks whether the committee is satisfied that the objectives with the Climate Statements are reflected in the work programme of the committee.

Recommendations:

On the back of the decision taken by the Strategy and Resources Policy Committee at its meeting held on 13 December 2023, the Transport, Regeneration, and Climate Policy Committee is recommended to:

(a) consider and, if not previously agreed, agree (with or without amendments) their respective statement to ensure that the proposed actions contained in such statement are reflected in their Work Programme.

Background Papers:

- 10 Point Plan on Climate Action
- Our Council and The Way We Travel Decarbonisation Routemap
- Annual Climate Progress Report 2022/23
- Sheffield City Council Constitution of 6 Sep 2023

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: Adrian Hart
		Legal: Louise Bate
		Equalities & Consultation: Ed Sexton
		Climate: Mark Whitworth
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	SLB member who approved submission:	Kate Josephs, Chief Executive
3	Committee Chair consulted:	Councillor Tom Hunt, Leader / S&R Chair Councillor Ben Miskell, Chair TRCPC
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: Wil Stewart	Job Title: Director Investment, Climate Change and Planning
Date: 21 st February 2024		

1.0 **SUMMARY**

- 1.1 The climate emergency is one of the biggest challenges we will face as a city, region, country and global community. It is acknowledged that achieving net zero by 2030 is going to be extremely challenging but publication of the Annual Climate Progress Report (approved by Transport, Regeneration and Climate Policy Committee 11th December 2023) has highlighted the scale of the challenge in the public domain.
- 1.2 The report shows while action is being taken and progress is being made in some areas or work, we have not reduced emissions at the pace and scale required to meet our 2030 target. It is clear that to achieve this target and to stay within the city's Carbon Budget, urgent action is needed at a scale not seen before, and maintaining an ambitious target is important in funding discussions and to enable robust policy frameworks to be developed.
- 1.3 Sheffield is not unusual amongst local authorities in the position in which we find ourselves. The Committee on Climate Change reported in summer 2023 that the lack of investment and consistent policy supporting the UK's legally binding target of achieving net zero by 2050 means that UK is at risk of missing its 2050 target and the announcement from Government in September 2023 to delay key climate change related legislation exacerbates this. We face a period of increased uncertainty around the policy levers that will be available in the coming years to support us to deliver our climate action at pace and at scale. 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.
- 1.4 Further to this, significant additional resources from central government will be required to help us to meet our ambitions and realise the opportunities that climate action brings. We will continue to work with government and the Mayoral Combined Authority to influence this.
- 1.5 While the Sheffield City Council Constitution requires all committees to take climate into consideration in decision-making, we think it would be helpful to clarify the impacts that climate change will have on committees, the opportunities that tackling climate change offers and the role that all committees can and need to make towards Sheffield achieving its climate and net zero ambitions if we are to succeed.
- 1.6 The Committee Climate Statements:
1. Publicly respond to the report in a timely manner.
 2. Restate the cross-party council commitment to taking what action we can to address the climate emergency, adapt our city and council for a changing climate and reduce emissions to achieve our ambition to be a net zero city and council by 2030.
 3. Increase understanding of the contribution to climate action that each committee is currently and need to make moving forward.

- 1.7 The statements set out (1) our commitment to addressing climate change, (2) how climate change relates to our committees, and (3) how it relates to each of our specific policy committees.
- 1.8 'Our commitment to addressing climate change' reiterates the cross-party and council-wide commitment to taking what action we can to address the climate emergency, adapt our city and council for a changing climate and reduce emissions to achieve our ambition to be a net zero city by 2030. It also states a commitment to requiring services to plan for adapting to the changing climate.
- 1.9 'How climate change relates to our committees' reiterates the constitutional requirement for all committees to consider climate, and outline of the specific committees for which further content has been developed.
- 1.10 'Our commitment to addressing climate change' and 'How climate change relates to our committees' statements were approved by Strategy and Resources Policy Committee at its meeting held on 13 December 2023. A decision/approval of these sections is not required by this committee.
- 1.11 'How climate change relates to each of our specific policy committees' contains a specific statement from Transport, Regeneration and Climate Committee. These statements set out the following against the committees remit:
- Related or relevant City/Sector/Council emissions.
 - Impacts of climate change and benefits of acting.
 - How the committee can contribute and support climate action through decision-making.
 - Key actions on the current committee work plan and council service plans that strongly support climate/net zero.
- 1.12 The vast majority of the action that is required to tackle climate change will have benefits beyond reducing carbon emissions and so the content of the statements also draw attention to the socioeconomic, health and wellbeing and other benefits to taking action on climate change.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 In 2019, the council declared a climate emergency and set an ambitious target to become a net zero city and council by 2030. Our vision and the actions we are taking have been further set out in the '10 Point Plan for Climate Action' and the 'Our Council and The Way We Travel Decarbonisation Routemaps'.
- 2.2 The Council Plan 2024/25 went to the Strategy and Resources Committee on 13th December 2023, and sets out our mission and

purpose to focus on “people, prosperity and planet” in everything we do. The plan was endorsed and is now subject to consultation, will be coming back to the Strategy and Resources Committee in February and then on to Full Council for full approval.

- 2.3 The statements will support action within the local authority and city to make progress towards net zero and to adapt to climate change by increasing understanding of the contribution to climate action that the Transport, Regeneration and Climate Committee is currently and need to make moving forward through decision-making.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The Transport, Regeneration and Climate Committee climate statement is for information only and does not explicitly require consultation.

- 3.2 We held a Climate Summit event in November 2022 to bring together a wide range of organisations across the city to start exploring the action needed on climate change.

- 3.3 Climate has been a strong theme in the City Goals consultation.

- 3.4 Individual decisions of the Transport, Regeneration and Climate Committee are either currently subject to the relevant consultation or will be in the future.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 It is widely recognised that climate change will have a more negative effect on people with protected characteristics, particularly people living in poverty, people with some long-term health conditions and disabilities and people from ethnic minorities, who are disproportionately likely to both experience disability and poverty. Young people are also acutely impacted, both due to climate anxiety now, and by being more impacted by climate change throughout their lifetimes.

- 4.1.2 The transition to a net zero society is happening independently of any decision of Sheffield City Council, but the local authority has an ambition to reach net zero by 2030, well ahead of the national target, and this creates additional challenges. The Council has a key role to play in ensuring that the transition happens in a way which ensures both climate justice and social justice.

- 4.1.3 The statements also draw attention to the socioeconomic, health and wellbeing and other benefits to taking action on climate change, increase understanding that failing to act to address climate change will likely result in wider and greater inequality, and that activity taken to

address climate change can also address social justice to deliver strong co-benefits.

- 4.1.4 We are committed to ensuring that our action on the climate emergency is grounded in our values of promoting equality, diversity and inclusion for all. A full Equality Impact Assessment has been undertaken alongside the creation of the 10 Point Plan for Climate Action in 2022, as well as initial assessment for the Our Council and The Way We Travel routemaps.
- 4.1.5 An initial assessment has been undertaken on the Committee Climate Statements (2455). As decisions are made on specific decisions, full Equality Impact Assessments will be prepared where appropriate for individual decision and actions and was not required on the composite of Committee Climate Statements.
- 4.1.6 We further consulted with the Equalities and Engagement service in relation to each of the specific committee statements who confirmed that the EIA 2455 remains appropriate at this stage on the basis that decisions are made on specific decisions, full Equality Impact Assessments will be prepared where appropriate for individual decision and actions and a further Equality Impact Assessment was not required at this stage.

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.
- 4.2.2 Tackling the climate emergency and responding to the national and global changes that are facing the city will require multi-billion-pound investment over many years. It was recognised in the 10 Point Plan for Climate Action published in 2022 that it will not be possible to find the necessary finance within the local authority's, or the city's, existing resources. One of the ten points in the 10 Point Plan was specifically focused on the exploration of external funding streams and this work is ongoing.
- 4.2.3 The Our Council routemap chapter commits the local authority to prioritising climate action in our budgeting, and officers will need to work with Members to commit to specific sums or projects. Whilst sourcing the up-front investment is challenging, decarbonising the Council's estate and fleet can result in savings in ongoing energy costs.
- 4.2.4 Action will also need to be taken that commits us to working to reduce the carbon emissions we are indirectly responsible for through our procurement. These may potentially have additional up-front costs but decisions will be taken on a case by case basis.

4.2.5 Many of the actions that we will need to take in order to achieve our ambitions will require working differently or taking decisions in ways which ensure that we do not increase our carbon emissions. Some of these decisions may have additional short term costs, but in many cases, whole life costing may demonstrate that additional up-front investment has long term benefits. In other cases, the action that is taken can reduce service costs without significant additional investment (for example by reducing the milage of our fleet, changing the way we use our equipment or buildings or buying less and reusing more).

4.2.6 The true financial implications of the decarbonisation of the local authority and city Housing are difficult to quantify, and the costs of not taking or delaying action are equally difficult to quantify. There is increasing recognition that, globally, delayed action will increase the eventual costs. Locally, this is more difficult to estimate, but the climate is changing and investment in mitigation works that also enable adaptation are likely to have long term benefits both in terms of reduced requirement for retrofit in future, but also in terms of potentially reduced health and social care costs. An example of this is building well-insulated homes with renewable energy. Similarly, other actions which have dual outcomes may potentially have positive benefits (for example, action taken to decarbonise and create a sustainable economy may result in increased business rates).

4.3 Legal Implications

4.3.1 There are no legal implications arising out of this report. There may be legal implications arising from decisions and actions arising from the implementation of proposals, and these proposals and their legal implications will be the subject of further reports where required.

4.4 Climate Implications

4.4.1 The Statements in themselves do not increase, maintain or reduce GHG emissions against any of the categories. However, they restate our climate commitments amidst a challenging time, commit to developing council-wide service climate adaptation plans, and include an overview of and commitment to the decisions that committees intend to take to support and accelerate net zero and climate action at pace and scale.

4.4.2 By communicating commitment and increasing understanding of how the Transport, Regeneration and Climate Committee can support delivery of those commitments at pace and scale through decision-making, it is considered that if utilised, they have the potential to contribute to large reductions in emissions and increased climate action at pace and scale over the coming years and support an overall moderate decrease in emissions and climate adaptation for the future.

- 4.4.3 It is important to note however that realisation of climate benefits is reliant on future decision-making being in line with the commitments outlined.
- 4.4.4 Decisions are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions.
- 4.5 Other Implications
- 4.5.1 Human Resources
- 4.5.1.1 There are no HR implications arising directly from this report, however there may be HR implications arising from decisions and actions arising from the implementation of proposals.
- 4.5.1.2 We need actions that support the council to become a climate competent organisation, employees to become carbon literate, to include our position in induction and in job roles and descriptions, and it is clear that the action that is needed to make both the Council and city net zero will require employees across the organisation to play their part. As time goes on, retraining is likely to be needed for employees, including those in roles working with technology that becomes obsolete.
- 4.5.1.3 Proposals and their HR implications will be the subject of further reports where required.
- 4.5.2 Public Health
- 4.5.2.1 There are no public health implications arising directly from this report, however there may be public health implications arising from decisions and actions arising from the implementation of proposals.
- 4.5.2.2 The climate emergency is recognised by the Director of Public Health as a public health emergency. Climate change is the greatest global health threat facing the world in the 21st century, but it is also the greatest opportunity to redefine the social and environmental determinants of health. It threatens to undermine the last 50 years of gains in public health, intensifying heatwaves and extreme weather events, worsening flood and drought, altering the spread of infectious diseases, and exacerbating poverty and mental ill-health. However – and crucially - the response to climate change brings immense benefits for human health in Sheffield, with the potential for cleaner air, healthier diets, and a more liveable city.
- 4.5.2.3 Across all the work that we do to mitigate and adapt to climate change, it will be important to understand where our actions might widen inequalities and then act to mitigate against that widening of inequalities, for example, through provision of additional support to those people that are most impacted by the effects of climate change.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Not providing committee climate statements considered due to the resource required to collate.
- 5.2 Providing more detailed Committee Climate Statements that provided an overview of strategic climate goals, with each Chair then reading the committees statement publicly at their respective committee meeting following release of the report.

6. REASONS FOR RECOMMENDATIONS

- 6.1 It is important that the response to the Annual Climate Progress Report is open and transparent in setting out the challenges which the local authority faces in making progress and clarifies future expectations on the part we all have to play in addressing climate change.
- 6.2 Committee do not currently have specific strategic goals for climate. The process required to develop these, and have the statements approved to be read at each committee meeting meant that option 5.2 was not feasible with the available resource and timeframe.

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Sheffield City Council

Our Statement of Climate Commitments

December 2023



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Draft

Our Commitment to Addressing Climate Change

On 11th December 2023, the Transport, Regeneration and Climate Policy Committee approved the first Annual Climate Progress Report since Sheffield City Council declared a climate emergency in 2019 and set an ambitious target to be a net zero city by 2030.

This report highlighted that progress has been made, however it is not at the pace and scale needed to meet our 2030 target:

- 12.03% reduction in Sheffield City CO₂e emissions between 2017 and 2021
- 3% reduction in Sheffield City Council CO₂e emissions between 2019 and 2022
- Sheffield is expected to exceed its recommended carbon budget for 2018-2022

The climate emergency is one of the biggest challenges we will face as a city, region, country and global community. Following the announcement from Government in September 2023 to delay key climate change related legislation, we face a period of uncertainty around the policy levers that will be available in the coming years to support us to deliver our climate action at pace and at scale. Further to this, significant additional resources from central government will be required to help us to meet our ambitions and realise the opportunities that climate action brings. We will continue to work with government and the South Yorkshire Mayoral Combined Authority to influence this.

We, as elected Members, wish to restate our support and commitment to the targets that Sheffield has set around addressing climate change. We remain committed to tackling challenges that can be addressed by this council, using the opportunities and levers that are available to us. We also commit to developing council-wide climate adaptation plans within each of our service areas. By working together with Sheffield's communities, businesses, institutions and partner organisations to reduce our carbon emissions and adapt to our changing climate, we can minimise the impact of change, realise the widespread benefits of investing in homes and new technologies, and address issues around social justice.

How Climate Change Relates to Our Committees

It is stated in the Sheffield City Council Constitution under the council functions of each committee that 'when devising policy, evaluating service delivery and taking decisions the committee must consider...climate and biodiversity'. In relation to climate change, each of our committees' work is impacted and affected by other committees' decisions, and we will only succeed if we take a cross-committee approach to climate action.

The following pages set out how climate change relates to the nine policy committees and highlights key activity on the current work plans and service plans that support net zero and address climate change.

Policy Committee Statement

Transport, Regeneration and Climate Change Policy Committee

The Transport, Regeneration and Climate Change Policy Committee's remit is to provide oversight and steer in relation to climate and net zero, as well as for specific regeneration and transport activity.

The latest CO₂e emissions data set released by the Department of Energy Security and Net Zero (DESNZ) in 2023, shows Sheffield's 2017 baseline emissions at 2,580 ktCO₂e, with the largest contributors being the housing sector (30%), followed by industrial and commercial (24%), and transport (22%) sectors. In 2021, the latest year for which data is available, Sheffield produced 2,270 ktCO₂e. This showed a reduction in annual emissions by 310 ktCO₂e (12.03%) since the 2017 baseline, but an annual increase of 89 ktCO₂e (4.09%) since the previous year, 2020.

The impacts of climate change will be very significant for the city. They are many and varied, and include increased extreme weather events, increased risk of flooding and drought, ecological degradation, higher goods, services and energy costs, food and water insecurity, and reduced health and well-being. Those in vulnerable groups, already living in poverty or in deprived communities will be most affected, and the impacts of climate change are likely to further increase the number of people within these groups.

Some of these impacts are unfortunately now inevitable, however any delay in acting will only increase the scale and severity of the impacts in the future. We need to, and can, act now to minimise, mitigate and adapt to the changing climate. This committee will lead the council's response to the climate emergency by taking decisions which:

- support the development and integration of climate action as a cross-cutting issue, embedding climate responsibility across the organisation and city
- take a longer-term approach, particularly where data or funding requirements for future years may be unclear, or where benefit realisation is not immediate
- take a proactive approach to climate leadership and highlight climate as an issue of significant strategic importance
- take a pro-active approach to the management and mitigation of climate adaptation, recognising it as a significant financial and wider risk to the council and city
- are aligned with policy and strategy, backed by robust evidence, and supported by inclusive and balanced public engagement which seeks to reach a wide range of views, including less-heard communities, those likely to be disproportionately affected and the majority of the population who polling evidence suggests are concerned about and want to see action on climate change, but do not regularly engage with the council.

Transport

The Transport sector contributed 572.03 ktCO₂e (22%) to Sheffield's emissions in 2021 and remains the third largest emitting sector in the city. Transport emissions have reduced by 15.9% since 2017, however they increased again by 2.4% between 2020 and 2021. Almost two-thirds of these emissions are from cars and over a quarter from light and heavy goods vehicles, and around 98% of the vehicles in the city are either diesel or petrol.

If the city doesn't act further to shift to low- or zero-emission modes of travel mode and decarbonise its transport system, we could see:

- reduced air quality and increased air pollution-related illnesses such as asthma, strokes, lung cancer, cardiovascular and respiratory disease, and air-quality related deaths
- increasing traffic growth leading to an increase in congestion, journey time, gridlock events and road collisions, and causing disruption to services, businesses and basic amenities
- significant continuing CO₂e emissions past 2030, due to transport being the third largest sector in Sheffield
- increasing vehicles ownership, exacerbating existing parking constraints and increasing emissions further
- increase in time-poverty for those who do not have the means or capacity to travel by vehicle, are reliant on public transport, or have to trip-chain in order to meet their needs
- increased insecurity over fuel cost and supply.

This committee will contribute to increased travel mode shift, and decarbonising the way we travel, by taking decisions which:

- enable and encourage modal shift towards zero emission travel by supporting increased safe active travel and public transport participation for as many people as possible
- lower resident and business dependency on cars and vehicles to reduce journeys, traffic and vehicle numbers
- lever influence to support businesses in consolidating and decarbonise their freight fleets whilst maintaining efficient and affordable goods movement in the city
- support an equitable provision of infrastructure necessary for the transition to vehicles powered by electricity or alternative fuels, suitable for each locality and community
- give consideration of every opportunity for investing in renewable energy projects on council land and buildings to generate energy and income.

Reducing travel emissions has perhaps the most extensive, strongest and most obvious wider benefits, many of which would be worth the investment even without the carbon benefits:

- increased social inclusion and travel choices as bus and tram services expand and improve, and more people are able, and choose, to use them

- better health and wellbeing as more people walk, cycle and wheel, helping increase healthy life expectancy, reduce absenteeism, and increase productivity
- quieter neighbourhoods with better air quality, where people feel safe to walk and cycle and where children are free to be more independent and to play
- less dependency on car ownership and use reduces the number of cars, improving pressure on car parking and congestion and making neighbourhoods more pleasant places to live and spend time
- new economic and business opportunities are created as the sector grows, and well-planned improvements result in more people visiting local businesses as they travel about their day.

Regeneration

The impacts of regeneration on our cities are varying and difficult to quantify. Construction activity can be a significant source of emissions, and land-use and surface structure changes can decrease carbon sequestration. However, regeneration also offers the significant opportunity to implement equitable and lasting change in relation to decarbonisation and adapting our city for a changing climate, as we invest in the areas that need improvement and development from a city-wide to neighbourhood level.

The council can lead, influence and support sustainable regeneration by using its spheres of influence, through direct delivery and working with partners to encourage delivery that goes beyond building regulations, facilitates innovation, and showcases good practise for replication at scale. Taking a place-based approach to delivery of regeneration enables a number of varying measures, such as renewable energy generation, electric vehicle charging and sustainable urban drainage, to be incorporated into schemes, to reduce emissions and deliver an adapted, climate-ready and lasting solution, while reducing local disruption and increasing the schemes lifecycle benefits.

If the city doesn't act further to support reducing city emissions and deliver an equitable distribution of regeneration that is adapted for a changing climate, we could see:

- increased infrastructure maintenance and repair costs, as well as an increased cost and occurrence of abortive works
- increased costs for future schemes
- increased property and infrastructure damage from extreme weather events such as flash flooding, drought and heat waves
- on-going and repeated local disruption from multiple schemes as we deliver the action needed to respond to the climate emergency
- loss of green-space, reduced carbon sequestration and ecological degradation
- a city, neighbourhoods and infrastructure that does not meet the changing future needs of its residents.

This committee will contribute to support sustainable and equitable regeneration, by taking decisions which:

- take a longer-term approach that reduces the need for further future intervention, particularly where investment and innovation in future years is unclear
- support taking a place based, multi-measure approach to maximise climate mitigation and adaptation, and reduce the need for future works to decarbonise and adapt for a changing climate
- give consideration of every opportunity for investing in renewable energy projects on council land and buildings to generate energy and income
- explore opportunities to integrate sustainable urban drainage, following a similar approach to our award-winning Grey to Green schemes to replicate best practice
- Our draft Local Plan requires new developments to cut carbon emissions and supports the council's clear objective to be net zero carbon by 2030.

The benefits of taking this approach are:

- a city, neighbourhoods and infrastructure which is future-proofed and fit for a changing climate, while meeting the needs of our citizens
- supporting a just and fair transition, by ensuring that actions we take consider inequities and have a positive impact on those who are already disadvantaged
- helping to create a more sustainable economy, through supporting the development of local supply chains and skills to deliver our regeneration programmes
- utilising investment in high quality, sustainable public realm to create a setting for wider investment
- helping to support creation of new habitat and improving biodiversity.

Key Actions

1. Decarbonisation Routemaps	The seven thematic routemaps will set out the vision of a net zero city and council, and the action that will be taken over the next few years to achieve that. The Transport, Regeneration and Climate Committee approved the Our Council and The Way We Travel routemaps on 19 th July 2023, and will continue to have oversight, and contribute to, the development of the remaining thematic routemaps.
2. Local and Neighbourhood Transport Programme 2022-2023	The programme for developing and implementing the council's capital transport schemes, including pedestrian and cycling enhancements, electric vehicle charging, highway safety enhancements active neighbourhoods, cycle parking, and signage for active travel routes, wayfinding to public transport and localised pedestrian navigation.
3. Connecting Sheffield	Connecting Sheffield supports mode shift toward zero-carbon travel by delivering high-quality, convenient and safer routes into and around the city for walking, wheeling, cycling

	and public transport, such as the Arundel Bus Gate, Sheaf Valley cycle route, and a number of active neighbourhoods.
4. Sheffield Local Plan	Local Plan addresses climate change through choice of spatial strategy to determine distribution of regeneration and new development and by inclusion of policies in the plan that embed sustainable principles within the decision-making process relating to proposals.
5. Sheffield Flood Programme	Our city-wide flood programme continues, with city flood schemes significantly having reduced impacts in floods experienced in February 2023 and October 2023. Following the completion in October 2023 of the Upper Don Flood Alleviation Scheme phase 1 (Loxley) the business case for phase 2 of the scheme from Neepsend to Kelham will be presented next year (2024/25). This will be followed by proposal for the Sheaf & Porter Catchment Flood Alleviation Scheme which is also in business case development. We will also continue to work with our partners in the Environment Agency, our Parks & Countryside colleagues and wider groups including the Sheffield & Rotherham Wildlife Trust in delivering nature-based flood risk reduction measures across the city.
6. Decarbonisation Routemap: Energy, Generation and Storage	This report will bring forward the Energy Generation and Storage Routemap, setting out city-wide actions up to 2026.

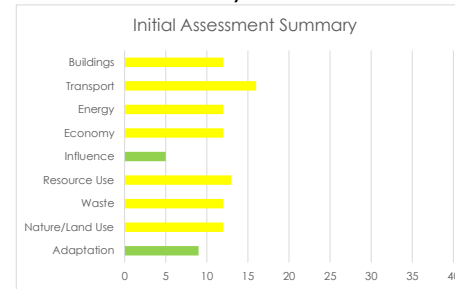
Climate Change Impact Assessment Summary

Project/Proposal Name	Committee Climate Statements	Portfolio	City Futures
Committee	Strategy and Resources	Lead Member	Clr Tom Hunt
Strategic Priority	Clean Economic Growth	Lead Officer	William Stewart
Date CIA Completed	27/11/23	CIA Author	Laura Ellendale
		Sign Off/Date	27/11/23

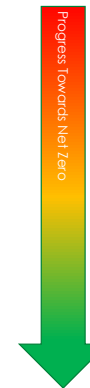
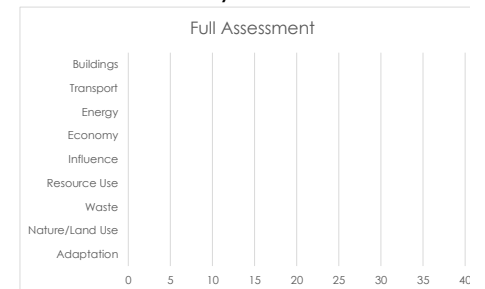
Project Description and CIA Assessment Summary	<p>Project Description: Composite of Committee Climate Statements that:</p> <ol style="list-style-type: none"> Respond to the Annual Climate Progress Report 2022/23 in a timely manner. Restate the cross-party council commitment to taking what action we can to address the climate emergency, adapt our city and council for a changing climate and reduce emissions to achieve our ambition to be a net zero city and council by 2030. Increase understanding of the impact climate change will have on committees, the opportunities that tackling climate change offers, and the contribution to climate and net zero action each committee is currently making and needs to make moving forward. <p>Overview of Climate Impact: The Statements in themselves do not increase, maintain or reduce GHG emissions against any of the categories. However, they restate our climate commitments amidst a challenging time, commit to developing council-wide service climate adaptation plans, and include an overview of and commitment to the decisions that committees intend to take to support and accelerate net zero and climate action at pace and scale. By communicating commitment and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making, it is therefore considered that if utilised, they have the potential to contribute to large reductions in emissions and increased climate action at pace and scale over the coming years, the statements will support an overall moderate decrease in emissions. It is important to note however that realisation of this is reliant on future decision-making being in line with the commitments made. Decisions are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions. On that basis, further assessment is not required on the Statements.</p>
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Rapid Assessment	Does the project or proposal have an impact in the following areas? Select all those that apply. Only complete the sections you have selected here in the assessment.		
Buildings and Infrastructure	Yes	Influence	Yes
Transport	Yes	Resource Use	Yes
Energy	Yes	Waste	Yes
Economy	Yes	Nature/Land Use	Yes
		Adaptation	Yes

Initial Assessment Summary



Full Assessment Summary



>=27	The project will increase the amount of CO2e released compared to before.
21-26	The project will maintain similar levels of CO2e emissions compared to before.
12-20	The project will achieve a moderate decrease in CO2e emissions compared to before.
3-11	The project will achieve a significant decrease in CO2e emissions compared to before.
0-2	The project can be considered to achieve net zero CO2e emissions.

Initial Assessment

Category	Impact	Description of Project Impact	Score
Buildings and Infrastructure	Construction	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Use	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Land use in development	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
Transport	Demand Reduction	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Decarbonisation of Transport	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Public Transport	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Increasing Active Travel	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
Energy	Decarbonisation of Fuel	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared to before.
7	
6	
5	The project will achieve a moderate decrease in CO2e emissions compared to before.
4	
3	
2	The project will achieve a significant decrease in CO2e emissions compared to before.

	Demand Reduction/Efficiency Improvements	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Increasing infrastructure for renewables generation	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4

Economy	Development of low carbon businesses	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Increase in low carbon skills/training	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
	Improved business sustainability	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4

Influence	Awareness Raising	The Statements publicly communicate and restate our climate commitments to taking what action we can to address the climate emergency, adapt our city and council for a changing climate and reduce emissions to achieve our ambition to be a net zero city and council by 2030, and state how all policy committees intend to support delivery of those commitments at pace and scale through decision-making across the council and city. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	1
	Climate Leadership	The Statements publicly communicate and restate our climate commitments to taking what action we can to address the climate emergency, adapt our city and council for a changing climate and reduce emissions to achieve our ambition to be a net zero city and council by 2030, and state how all policy committees intend to support delivery of those commitments at pace and scale through decision-making across the council and city. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	0
	Working with Stakeholders	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4

1	CO2e emissions compared to before.
0	The project can be considered to achieve net zero CO2e emissions.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



	Flood Management	The Statements communicate our climate commitment, and increasing understanding of how committees can support delivery of those commitments at pace and scale through decision-making relevant to this category. The statements also commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. Decisions relevant to this category are made on specific decisions and action, and initial/full Climate Impact Assessments will be prepared where appropriate for individual decision and actions, setting how both adaptation and mitigation we will take to reduce climate impacts. On that basis, further assessment is not required for specific categories.	4
Adaptation	Exposure to climate change impacts	The statements commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate. The climate emergency is one of the biggest challenges we will face as a city, region, country and global community. By restating our commitment commit to developing council-wide Climate Adaptation Plans within each of our service areas. By restating our support and commitment to the targets that Sheffield has set around addressing climate change, to tackling challenges that can be addressed by this council, and using the opportunities and levers that are available to us working together with Sheffield's communities, businesses, institutions and partner organisations we support further reduction to our carbon emissions and adapt to our changing climate, minimising the impact of change, realising the widespread benefits of investing in homes and new technologies, and addressing issues around social justice. The statements commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate.	3
	Vulnerable Groups	It is widely recognised that climate change will have a more negative effect on people with protected characteristics, particularly people living in poverty, people with some long-term health conditions and disabilities and people from ethnic minorities, who are disproportionately likely to both experience disability and poverty. Young people are also acutely impacted, both due to climate anxiety now, and by being more impacted by climate change throughout their lifetimes. The Council has a key role to play in ensuring that the transition happens in a way which ensures both climate justice and social justice. The statements also draw attention to the socioeconomic, health and wellbeing and other benefits to taking action on climate change, increase understanding that failing to act to address climate change will likely result in wider and greater inequality, and that activity taken to address climate change can also address social justice to deliver strong co-benefits. The statements commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate.	3
	Just Transition	It is widely recognised that climate change will have a more negative effect on people with protected characteristics, particularly people living in poverty, people with some long-term health conditions and disabilities and people from ethnic minorities, who are disproportionately likely to both experience disability and poverty. Young people are also acutely impacted, both due to climate anxiety now, and by being more impacted by climate change throughout their lifetimes. The Council has a key role to play in ensuring that the transition happens in a way which ensures both climate justice and social justice. The statements also draw attention to the socioeconomic, health and wellbeing and other benefits to taking action on climate change, increase understanding that failing to act to address climate change will likely result in wider and greater inequality, and that activity taken to address climate change can also address social justice to deliver strong co-benefits. The statements commit us to developing council-wide service climate adaptation plans, which will set out how we will adapt our services to changing climate.	3

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PART A - Initial Impact Assessment

Proposal Name: Committee Climate Statements

EIA ID: 2455

EIA Author: Laura Ellendale

Proposal Outline: Public facing composite of Committee Climate Statements to: 1. Respond to the Annual Climate Progress Report 2022/23 in a timely manner. 2. Restate the cross-party council commitment to taking what action we can to address the climate emergency, adapt our city and council for a changing climate and reduce emissions to achieve our ambition to be a net zero city and council by 2030. 3. Increase understanding of the impact climate change will have on committees, the opportunities that tackling climate change offers, and the contribution to climate and net zero action each committee is currently making and needs to make moving forward.

Proposal Type: Non-Budget

Year Of Proposal: 22/23

Lead Director for proposal: William Stewart

Service Area: Sustainability and Climate Change

EIA Start Date: 11/20/2023

Lead Equality Objective: Break the cycle and improve life chances

Equality Lead Officer:

Ed Sexton
Page 87

Decision Type

Committees:

Policy Committees

- Housing
- Adult Health & Social Care
- Communities, Parks & Leisure
- Economic Development & Skills
- Education, Children & Families
- Strategy & Resources
- Transport, Regeneration & Climate
- Waste & Street Scene

Portfolio

Primary Portfolio:

City Futures

EIA is cross portfolio:

Yes

All

EIA is joint with another organisation:

No

Overview of Impact

Overview Summary:

It is widely recognised that climate change will have a more negative effect on people with protected characteristics, particularly people living in poverty, people with some long-term health conditions and disabilities and people from ethnic minorities, who are disproportionately likely to both experience disability and poverty. Young people are also acutely impacted, both due to climate anxiety now, and by being more impacted by climate change throughout their lifetimes. The transition to a net zero society is happening independently of any decision of Sheffield City Council, but the local authority has an ambition to reach net zero by 2030, well ahead of the national target, and this creates additional challenges. The Council has a key role to play in ensuring that the transition happens in a way which ensures both climate justice and social justice. The statements also draw attention to the socioeconomic, health and wellbeing and other

benefits to taking action on climate change, increase understanding that failing to act to address climate change will likely result in wider and greater inequality, and that activity taken to address climate change can also address social justice to deliver strong co-benefits. We are committed to ensuring that our action on the climate emergency is grounded in our values of promoting equality, diversity and inclusion for all. A full Equality Impact Assessment has been undertaken alongside the creation of the 10 Point Plan for Climate Action in 2022, as well as initial assessment for the Our Council and The Way We Travel routemaps. An initial assessment has been undertaken on the Committee Climate Statements. As decisions are made on specific decisions, full Equality Impact Assessments will be prepared where appropriate for individual decision and actions and is not required on the statements.

Impacted characteristics:

- Age
- Cohesion
- Disability
- Health
- Poverty & Financial Inclusion
- Pregnancy/Maternity
- Race
- Religion/Belief
- Sex
- Carers
- Other

Impacted local area(s):

All

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

Yes

Impact areas:

Initial Sign-Off

Full impact assessment required: No

Review Date: 11/20/2023

Action Plan & Supporting Evidence

Outline of action plan:

Action plan evidence:

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures:

Outline of impact and risks:

Review Date

Review Date: 11/20/2023



Report to Policy Committee

Author/Lead Officer of Report: Kathryn Warrington, Sustainability Programme Officer

Tel: 07775715649

Report of: Wil Stewart, Director of Investment, Climate Change and Planning

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: 13th March 2024

Subject: Energy Generation and Storage Decarbonisation Routemap

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 2480				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<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:

The purpose of this report is to brief the Committee on and seek approval of the Energy Generation and Storage Decarbonisation Routemap.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee approve the Energy Generation and Storage Decarbonisation Routemap at appendix 1 to this report.

Background Papers:

- [Pathway to Decarbonisation](#)
- [10 Point Plan for Climate Action](#)
- [Our Council and The Way we Travel Decarbonisation Routemap](#)
- [Annual Climate Report 2022/23](#)

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: <i>Adrian Hart</i>
		Legal: <i>Louise Bate</i>
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Kathryn Warrington</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>Kathryn Warrington</i>	Job Title: <i>Sustainability Programme Officer</i>
	Date: <i>1st February 2024</i>	

1. PROPOSAL

1.1 The 10 Point Plan for Climate Action, agreed by the Cooperative Executive in March 2022, committed the Council to developing routemaps to decarbonisation across seven areas (Our Council, The Way We Travel; Our Homes; Energy generation and storage; The Way We Use Our Land; Our Business and Economy and What We Buy, Eat and Throw Away). The objectives of the routemaps are to:

- ensure the strategic thinking and planning needed to progress towards our net zero ambitions.
- define our vision and objectives for achieving net zero by 2030.
- bring together the actions and activities to be carried out by the Council during the period of the Routemap (2024-26 for the energy generation and storage chapter) to increase transparency and to enable monitoring and accountability.
- introduce actions that key partners wish to commit to part of their contribution to our transition to a net zero city.

1.2 The Energy Generation and Storage routemap is the third to be developed. The first two decarbonisation routemaps, Our Council and The Way we Travel, were approved by this Committee in July 2023. The Our Homes routemap is being incorporated into the emerging Housing Strategy which is scheduled to go to Housing Policy Committee in Summer 2024. The Way We Use Our Land, Our Business and Economy and What We Buy Eat and Throw Away are scheduled to be developed throughout 2024/25. Actions will continue to be added to the routemaps over the coming years.

1.3 Our first annual report on the progress made during 2022/23 was published last year and was provided for information and consideration of this Committee in December 2023.

1.4 Summary of the routemap

1.4.1 The Energy, Generation and Storage Routemap provides an overarching action plan of the immediate work over the next 2-year period for work required to commence the transition to smart, decentralised and decarbonised energy system that has the capacity to meet changing energy demands in the future. These actions are formed from the evidence base gathered through the Pathways to Decarbonisation study and are essentially split over 3 key objectives.

- **A** - Heat supplied to buildings is decarbonised.
- **B** - Small-scale renewable energy generation is increased.
- **C** - Large-scale renewable energy generation is increased.

1.4.2 The main action that will take place during 2024/25 is the commissioning and development of a Local Area Energy Plan (LAEP). £300k was allocated during 2023/24 from the Project Feasibility Fund. A LAEP is a data driven process to undertake spatial planning of local energy systems. The process will help to identify the lowest cost route to place-based energy decarbonisation from which business cases, funding and delivery plans can be developed and taken forward to implementation.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The Energy Generation and Storage routemap chapter provides an outline of the work which will be taking place over the next two years to work towards the decarbonisation of local energy generation and supply contributing to the decarbonisation of the council and city by 2030.

2.2 At the time of writing, the draft Council Plan is currently out to public consultation and if adopted will run until 2028. Respect for the planet and our ambitions to achieve net zero by 2030 are key considerations of the Council Plan and are woven throughout the plan with a commitment to work towards creating a successful, accessible city which prospers while protecting the environment for future generations. In particular, this routemap directly contributes to the fifth Council Plan strategic outcome, *A city on the move – growing, connected and sustainable* and delivers of the priority to become a leading city in the journey to a net zero, climate resilient future, creating new opportunities.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 There has been some initial, informal engagement with some community, public and private sector stakeholders on some of the actions included in the routemap that are already underway rather than on the routemap document itself.

3.2 As the decarbonisation of the city will require every individual and organisation in the city to play their part, an ongoing process of consultation, engagement and partnership working will be required. Specific consultation and engagement will take place at the individual programme and project level. The development of the Local Area Energy Plan will include extensive engagement with public, private and community stakeholders.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 It is widely recognised that climate change will have a more negative effect on people with protected characteristics, particularly people living in poverty, people with some long-term health conditions and disabilities and people from ethnic minorities, who are disproportionately likely to both experience disability and poverty. Young people are also acutely impacted, both due to climate anxiety now, and by being more impacted by climate change throughout their lifetimes.
- 4.1.2 The transition to a net zero society is happening independently of any decision of Sheffield City Council, but the local authority has an ambition to reach net zero by 2030, well ahead of the national target, and this creates additional challenges. The Council has a key role to play in ensuring that the transition happens in a way which ensures both climate justice and social justice.
- 4.1.3 We are committed to ensuring that our action on the climate emergency is grounded in our values of promoting equality, diversity and inclusion for all. A full Equality Impact Assessment has been undertaken alongside the creation of the 10 Point Plan for Climate Action in 2022 as well as an initial assessment for this routemap. The EIA of the 10 Point Plan recommends that while many of the commitments will positively promote equality for diverse groups, further engagement and consultation is required on the specific commitments made and careful consideration will be required as individual actions and delivery plans are developed. The same is true for the decarbonisation routemaps. As decisions are made on the specific commitments, full Equality Impact Assessments will be prepared where appropriate for individual actions. We will also ensure that we monitor the overall equality impact of this routemap as it is delivered to ensure that it has a positive impact on everyone in the city and particularly on people and communities who share protected characteristics.

4.2 Financial and commercial implications

- 4.2.1 Tackling the climate emergency and responding to the national and global changes that are facing the city will require multi-billion-pound investment over many years. It was recognised in the 10 Point Plan for Climate Action published in 2022 that it will not be possible to find the necessary finance within the local authority's, or the city's, existing resources. One of the ten points in the 10 Point Plan was specifically focused on the exploration of external funding streams along with innovative financing options and this work is ongoing.
- 4.2.2 The actions within this routemap chapter are either already funded or will be the subject of subsequent business cases, funding and financing requests and committee reports. Whilst sourcing the up-front investment is challenging, the decarbonisation of local energy can provide long-term cost savings and income generation opportunities.

4.2.3 The true financial implications of the decarbonisation of local energy are difficult to quantify at this time. The Pathways to Decarbonisation study carried out by ARUP indicated that the cost of energy decarbonisation measures they recommended would cost in the region of £1,572bn. It is likely those estimated costs will have increased during that time. The routemap makes clear that this investment will need to be a mix of public, private and community investment. The actions detailed in this routemap will help with identifying specific programme and project costs and identify the best financing route.

4.3 Legal implications

4.3.1 There are no legal implications arising directly from this report. There may be legal implications arising from the implementation of proposals within the decarbonisation routemap and these proposals and their legal implications will be the subject of further reports where required.

4.4 Climate implications

4.4.1 The decarbonisation routemaps are delivery documents and implementation plans intended to drive action to address climate change in Sheffield. If implemented in full, this routemap has the potential to create large reductions in emissions over the coming years. An initial Climate Impact Assessment (CIA) has been undertaken on the routemap and full CIAs will be carried out on specific projects as they come forward.

4.4 Other implications

4.4.1 **Human resources**

All current actions within the routemap are being resourced by existing resource and some actions have budget allocations in place for additional Programme Management support. However, it is acknowledged that this area of work is under resourced, and effort will be made to increase resource to deliver this work.

4.4.2 **Public health**

4.4.2.1 The climate emergency is recognised by the Director of Public Health as a public health emergency. Climate change is the greatest global health threat facing the world in the 21st century, but it is also the greatest opportunity to redefine the social and environmental determinants of health. It threatens to undermine the last 50 years of gains in public health, intensifying heatwaves and extreme weather events, worsening flood and drought, altering the spread of infectious diseases, and exacerbating poverty and mental ill-health. However –

and crucially - the response to climate change brings immense benefits for human health in Sheffield, with the potential for cleaner air, healthier diets, and a more liveable city. The Council's Decarbonisation Routemaps will support an inclusive and just transition to a low carbon city.

- 4.4.2.2 The Energy Generation and Storage routemap will benefit the public's health for example by improving air quality by reducing the amount of individual gas boilers and moving to lower carbon heating including decentralised heat networks and heat pumps.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Creating a single plan covering all areas requiring decarbonisation was considered, but to enable officers to continue to deliver projects at the same time this approach was rejected. Creating a plan which takes us all the way to 2030 was considered but given the changing technology and current shortfall in funding of several billion pounds, it was considered that creating a live and agile document that could be easily updated and added to was preferable.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The recommendation to approve the Energy Generation and Storage routemap is the preferred option because it will allow progress to be made on key activity to progress the decarbonisation of energy generation and storage in the city.

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Net Zero Sheffield

Energy Generation and Storage
Decarbonisation Routemap 2024-26

Published March 2024

Collaborative Partners



South Yorkshire
Sustainability
Centre



Developed by Sheffield City Council in collaboration with:

*University of Sheffield
Sheffield Hallam University
South Yorkshire Mayoral Combined Authority
South Yorkshire Sustainability Centre
Upper Don Community Energy
Veolia
E.ON*

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Forthcoming chapters

Chapter Three: Our Businesses and Economy

Chapter Four: Our Homes

Chapter Six: The Way We Use Our Land

Chapter Seven: What We Eat, Buy and Throw Away



Chapter Five
Energy Generation and Storage

GOAL: By 2030, Sheffield will have commenced its transition to a smart, decentralised and decarbonised energy system with the capacity to meet changing



Key objectives

- A** Heat supplied to buildings is decarbonised.
- B** Small-scale renewable energy generation is increased.
- C** Large-scale renewable energy generation is increased.

Energy in Sheffield

The Pathways to Decarbonisation report identified that approximately 151GWh of energy is generated from the city's biomass and energy from waste district heat networks. It estimated that 21GWh of renewable electricity is generated from the domestic, industrial and commercial sectors. Combined, these meet approximately 2.5 per cent of the city's current energy needs.

This routemap sets out the short-term enabling measures that will be undertaken over the next 2-3 years.

What needs to change?

The Pathways to Decarbonisation report proposed a number of interventions to increase the amount of low carbon and renewable energy generation within Sheffield including:

- Increasing the district heat networks to decarbonise heat.
- Increasing renewable energy generation from small-scale systems, such as building mounted photovoltaics (PV's) and solar thermal panels.
- Increasing renewable energy generation from large-scale systems, such a solar PV farms and wind turbines.

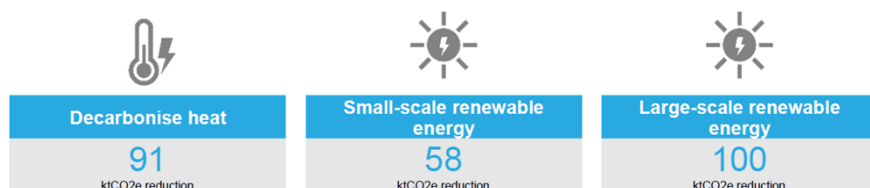
The impact of COVID

During the lockdown imposed in response to the Covid-19 pandemic, like many places, Sheffield saw a shift in energy consumption patterns. Domestic energy consumption increased as people were at home more. A reduction in non-domestic energy consumption was seen as some businesses had to close and many people started to work from home. This is also reflected in emissions data, particularly the industrial and commercial sector which reported larger energy related emissions reductions in 2020, but then increases in 2021 as the economy started to reopen and recover.

The rate of small-scale renewable energy deployment also reduced during this time, but 2022 installation levels were nearly back to pre-Covid levels.

What carbon reduction will this achieve?

The Pathways to Decarbonisation analysis shows that there is potential for a total reduction of 249kt/CO₂e through the decarbonisation of heat and increased renewable electricity generation. This would result in a nearly 10 per cent reduction of the city's baseline greenhouse gas emissions.



City-level Zero Carbon Mitigation pathway for Sheffield, 2020

In addition to the measures identified above, as a way in which to reduce emissions, the Pathways to Decarbonisation study also recognises the role that energy storage in the form of batteries for power and thermal stores for heat can play in achieving carbon reductions. Energy storage can be used to shift consumption to periods of time when the carbon intensity of energy production is lower to then be used by the end user when demand is high and the carbon intensity of energy production is higher. For example, drawing power during the day when generation from solar is high to then use at peak times in the early evening when demand is high but solar generation is lower.

It is worth noting that the Pathways to Decarbonisation study recommended immediate delivery and as such the delivery timescales and net zero trajectories are now out of date. This routemap sets out our statement of intent of the enabling measures that we need to action in the short term to deliver on our longer-

term net zero objectives.

Benefits and barriers

Improvements to local energy infrastructure not only increase the scale and pace of the decarbonisation of our buildings and transport, but also bring about many other benefits such as:

- Creation of skilled green jobs and skills, leading to economic growth.
- Opportunities for income generation for both the private and public sector.
- Improved local air quality as we move away from fossil fuel heating systems to decarbonised systems.
- Reduced energy costs through on-site renewable generation.
- Localised smart and resilient energy systems that are less reliant on volatile external markets.
- Community owned infrastructure empowers local people in local decision making and increases awareness on climate and energy issues and encourages behaviour change.

However, there are a number of social, political, financial and technological barriers that need to be overcome:

- Current electricity grid constraints expand project delivery time for the deployment of new renewable generation.
- Significant investment is required for large infrastructure projects, with limited revenue funding available to develop the feasibility and commercialisation of some projects.
- Global influences have escalated costs and impacted supply chain availability, increasing delivery costs and timescales of project delivery.

- Political appetite to level of risk in developing and delivering large infrastructure projects.
- Insufficient number of skilled workforce required to deliver infrastructure projects.

Opportunities for growth and investment

Sheffield's energy transition presents many opportunities for growth and investment in the city. Sheffield's draft Local Plan sets the spatial strategy for the approach to urban renewal, prioritising development within the central city area with 20,000 new homes proposed. The draft Local Plan provides a sustainable planning framework that recognises and supports economic drivers, including job creation, in the city and identifies the investment in transport and infrastructure requirements. The Plan strengthens Sheffield's climate and net zero objectives with policies in place to support sustainability, Biodiversity Net Gain, blue and green infrastructure and a cut off for planning applications that are not net zero by 2030.

The council is currently developing its guiding principles for its Growth Plan, which will aim to achieve prosperity for all. The transition to decarbonised energy will adhere to the principles of the Growth Plan and support growth and investment in the city.

Local Area Energy Plan

The development of a Local Area Energy Plan (LAEP) is a data driven process to undertake spatial and collaborative planning of

local energy systems. The process involves the mapping of existing energy systems and scenario modelling for future heat, power and transport needs, which together with stakeholder engagement identifies the least cost pathway to the energy transition needed to achieve net zero targets.

The council secured funding from the South Yorkshire Mayoral Combined Authority's (SYMCA) Project Feasibility Fund to commission a LAEP in 2024, this place-based approach will provide the detailed evidence base delivery plan for decarbonising Sheffield's energy, including future infrastructure needs and the move to smart local energy systems. The LAEP will provide a costed, spatial plan identifying the change needed to the local energy systems and built environment detailing what will be carried out and where along with timescales and allocating responsibilities to those responsible for delivery. It will be ensured that the LAEP adheres to and supports the growth principles of the city.

Through the process, we'll be engaging with stakeholders including utilities and infrastructure providers such as Northern Powergrid and Cadent, businesses, citizens and community groups.

Working together

The transition to a local, decarbonised energy supply cannot be achieved by the council in isolation due to the limits of our control and influence. However, we'll work in partnership with private,

public and the voluntary and community sector stakeholders to realise the level of ambition needed to achieve our net zero targets. As previously set out in the [10 Point Plan for climate action](#), we will need to work with our local Distribution Network Operator, Northern Powergrid, to ensure the electricity grid infrastructure is fit for the future and can support our net zero goals.

In November 2022, a city-wide climate event was held with a range of organisations. The event aimed to map out what action was already taking part and plan how we can work together to decarbonise the city and address the climate emergency. Participants identified the city's strong starting position with existing local businesses and organisations with expertise in renewable and low carbon energy, such as ITM Power, Magnomatics, Sheffield's District Energy Network operated by Veolia and E.ON's biomass Combined Heat and Power (CHP) plant. Working in partnership with the city's businesses and private sector partners will be crucial to achieve net zero and in ensuring we have the local skills and supply chain to enable the transition.

The voluntary and community sector also has a vital role to play. Sheffield and the wider South Yorkshire region has the lowest uptake of community owned renewables across the country. The council's 10 Point Plan for climate action set an objective to increase the amount of community owned renewables in the city to maximise the wider socio-economic opportunities community energy brings to an area.

Sheffield has a strong research and development base with both the University of Sheffield and Sheffield Hallam University in the city. Through its Energy Institute, the University of Sheffield is undertaking world leading research into sustainable aviation fuels, green energy solutions and electrical storage solutions and its recently opened Energy Innovation Centre provides industry partners access to world leading research facilities. Sheffield

Hallam University's Centre for Regional Economic and Social Research undertakes much needed research to understand the socio-economic impacts of net zero transitions, which will enable us to ensure we decarbonise in a just and fair way.

During 2022, the universities in partnership with the South Yorkshire Mayoral Combined Authority (SYMCA), the four South Yorkshire local authorities and a range of private and voluntary sector organisations, created the South Yorkshire Sustainability Centre (SYSC). The SYSC connects innovative research with regional partners to develop and implement plans to reduce greenhouse gas emissions, whilst addressing inequalities and providing economic growth opportunities.

Whilst there has been a lot of good partnership working over the years, we recognise the need to formalise this and ensure there is robust city wide climate governance and oversight. We will explore with partners how we can approach this and recommend that we work to set up an external group that can carry out this function.

By working together, and by designing change around the system's most important component – the people and businesses that use it, we can transition to a zero-carbon energy system and realise the wide-reaching benefits for the people of Sheffield.

Community energy

Acting to ensure a fair and just transition.

The move to a local, clean and smart energy system needs to be fair and affordable. We will do everything we can to ensure that future policy and programme development considers inequalities and have a positive impact on those already disadvantaged so that no one is left behind as we transition to a decarbonised energy system.

The energy transition needed to achieve net zero provides opportunities for local manufacturing of energy infrastructure, retraining of skilled workers as well as local training and skills development for the additional green infrastructure jobs.

This commitment is further supported by the recently adopted City Goals;

Goal 4: We adapt our economy and city to a changing climate, restore our relationship with nature and safeguard it for future generations, while ensuring a just transition for people of all abilities.

Goal 5: We foster and grow businesses, organisations and local initiatives that look after people, place and planet, and lead the way on decarbonisation, re-use and the rewilding of nature.

Goal 6: We invest in our wellbeing and mental health, and work with nature to create better, more resilient places and communities that can better understand and act on the challenges they face.

Community energy is the term used to define energy efficiency, renewable energy and energy supply projects that are delivered through a community-led model. Whilst these projects may be

wholly owned and operated by communities, community energy schemes may also be delivered in partnership with the public and private sector. Community energy schemes that empower communities to have shared responsibility for and collective ownership of energy generation enable the just transition as the focus is on the local energy needs and the communities directly benefit, in terms of reduced cost and income from their schemes.

Within their [Energy Strategy](#), SYMCA have committed to enabling community energy schemes by working with community groups to develop and support community schemes across South Yorkshire. Through the South Yorkshire Sustainability Centre, the University of Sheffield, Sheffield Hallam University and SYMCA are collaborating on research to inform regional energy policy making that SYMCA can implement to achieve this, with the aim to install 100kW per year of community energy by 2030 and double the number of community energy organisations across South Yorkshire by 2040.

Community Energy England is headquartered in Sheffield and there are some notable community energy organisations delivering community energy projects across the city. Sheffield Renewables is a community benefit society that is run by volunteers and owned by members. They fund, develop, own and operate renewable energy schemes financed through investment from members of the community. Any surplus profit is either reinvested in future projects or benefit people through their Community Benefit Fund.

The Upper Don Valley Community Energy group was formed in 2012 to look at renewable energy potential. More recently this group has been raising awareness and knowledge of domestic energy efficiency measures through open homes visits and events. They're conducting domestic surveys, including the use of a thermal imaging camera to identify heat loss. They're currently running a community warming project that gives households in fuel poverty

free access to insulation materials and LED lightbulbs. They're looking at the development of local community share energy generation projects with local businesses and community buildings.

Sheffield Community Energy has recently been established, a group of like-minded individuals representing various groups including, Sheffield Renewables, Green New Deal UK and the South Yorkshire Climate Alliance. Sheffield Community Energy aim to build knowledge and work with partners to stimulate the development of community owned energy in and around Sheffield.

OBJECTIVE A: Heat supplied to buildings is decarbonised.



OUTCOMES

1. Heat Network Zoning opportunities are maximised.
2. Existing heat networks in Sheffield are expanded and densified.
3. The needs of people and businesses are supported.
4. Sheffield has the skills and supply chain needed to deliver Heat Network Zones.
5. Innovative finance and ownership models increase the pace and scale of delivery.
6. A Local Area Energy Plan is adopted.

Why do we need to decarbonise heat supply?

The Pathways to Decarbonisation evidenced that approximately 6,300 GWh of energy used for heating buildings in Sheffield is supplied by fossil fuels (gas, coal and oil), approximately 74 per cent of total energy use. To achieve net zero as well as improve air

quality, we need to move away from fossil fuels and increase the amount of heat from low carbon sources such as heat networks and heat pumps. Heat decarbonisation is lagging behind the progress of electricity decarbonisation and will impact the deliverability of net zero if concentrated effort is not made.

What does the future look like?

Our vision for the future is that Sheffield's homes and businesses have a secure, affordable and low carbon source of heat. Through building fabric improvements, buildings have reduced their heat demand in the first instance. Heat networks served by low carbon and waste heat sources are a primary source of heat in the city with buildings connected to them where viable to do so. The Pathways to Decarbonisation study indicated that an additional 15,000 domestic properties and 8,000 industrial and commercial buildings could be connected to the existing heat networks, saving 91kt/CO₂e. Heat pumps are deployed at scale for those buildings unable to connect to low carbon heat networks and where electricity grid infrastructure allows.

The Pathways to Decarbonisation study estimated that 10 per cent of houses in the city will be suitable for the installation of solar thermal, with the potential to save a further 4 kt/CO₂e. These domestic opportunities are explored further in the Our Council routemap and will be considered in the emerging housing decarbonisation routemap.

The future role of hydrogen in heat decarbonisation is still unclear, with the Government recently terminating its hydrogen village pilots in the North East and North West of England due to local opposition and lack of local hydrogen supply. They are still assessing evidence from trials in Scotland and across Europe ahead of making a decision on hydrogen for heating in 2026. As such, the role of

hydrogen in heating isn't a feature of this routemap but we will keep up to date with learnings from trials elsewhere and Government policy as it develops.

However, the production of hydrogen for transport and processing is an area of development within Sheffield. The city has been home to ITM Power, a developer and manufacturer of electrolyzers, since 2001. The University of Sheffield have installed an electrolyser to produce hydrogen for its research into sustainable aviation fuels and EON are in receipt of Industrial Hydrogen Accelerator (IHA) funding from DESNZ to support the demonstration of end-to-end industrial fuel switching to hydrogen within the local steel industry. If deemed to be viable, EON will install an electrolyser at its Blackburn Meadows site in Sheffield, generating green hydrogen from its biomass CHP plant, which will be transported to local manufacturers for use in their industrial processes.

Heat networks

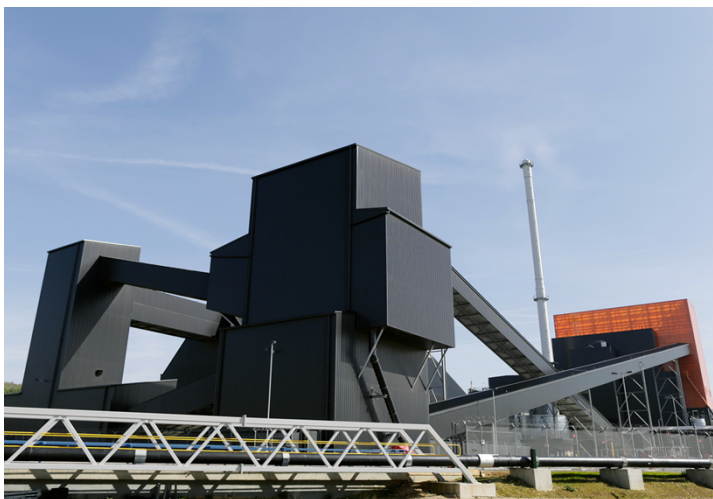
Sheffield is fortunate to have two existing heat networks in the city. The Veolia District Energy Network is powered from Sheffield's Energy Recovery Facility. The network has been in existence since the 1970's, serving the Park Hill apartments at the time. The network, as it is today, was conceived in the 1980's and has continually expanded since, coupled with the development of a state-of-the-art Energy Recovery Facility (ERF) which also generates electricity for the national grid. In 2006, a new ERF was opened to meet the waste needs of the city and to comply with stricter environmental legislation regarding emissions.



Veolia Energy Recovery Facility; Bernard Road, Sheffield.

The Veolia network is one of the UK's largest with over 45km of pipework serving around 130 buildings in and around the city centre. The ERF is able to produce over 20MW of electrical energy and has a peak capacity of 60MW available for the district heating network. Additional capacity is available via a number of auxiliary boiler houses, serving the 130 connected buildings. Annually, an average of 25 per cent of its 60MW capacity is currently supplied.

EON own and operate a biomass Combined Heat and Power (CHP) plant at Blackburn Meadows that has been operational since 2015. The CHP uses waste wood to generate 30MW of electricity and up to 25MW of thermal energy of which it currently supplies about 20 per cent of this capacity through its 8km of district heating network serving commercial connections in the Lower Don Valley area of Sheffield.



EON, Blackburn Meadows biomass CHP

Heat Network Zoning

Since the production of the Pathways to Decarbonisation study, the Government in their 2020 Energy White Paper set out its ambitions to introduce Heat Network Zoning legislation by 2025. Heat networks currently provide about 3 per cent of heat in the UK and to meet the UK's legally binding target to achieve net zero by 2050, the Climate Change Committee have said that this needs to increase to 20 per cent. Heat Network Zones are defined as geographical locations within which heat networks can provide the lowest cost solution to heat decarbonisation, and within which certain buildings will be mandated to connect to new or existing heat networks within a certain timeframe.

The Energy Act which received Royal Assent in October 2023 sets out the primary legislation for this and the development of secondary legislation will be consulted on throughout 2024. It is

currently anticipated that buildings that will be required to connect will be new buildings that receive planning permission following the designation of a zone; existing communally heated buildings, including residential; multi-unit residential homes undergoing refurbishment; existing non-domestic buildings that meet a heat demand threshold (proposed >1000MWh per annum).

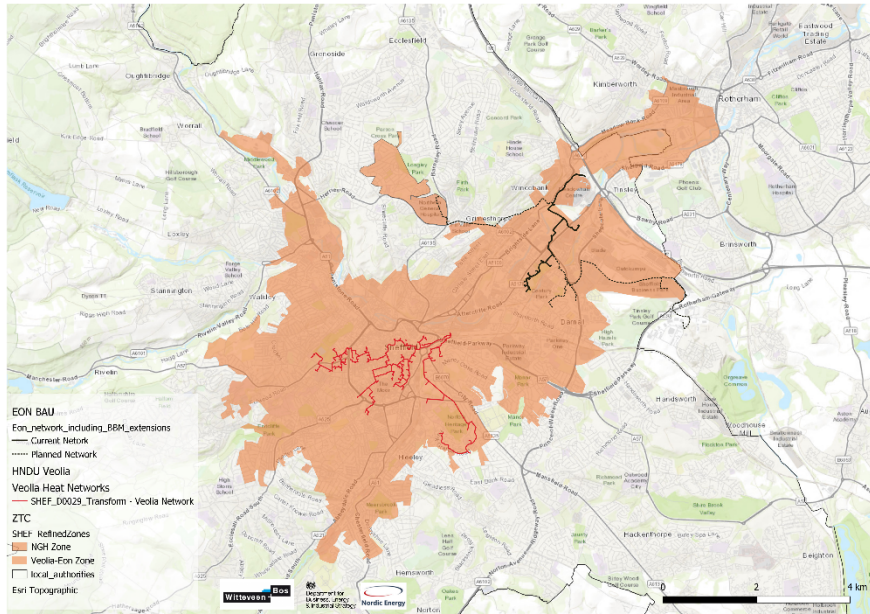
Sheffield was invited to participate in the Department for Energy and Net Zero's (DESNZ) Heat Network Zoning Pilot Programme during 2022 – 2023 along with 27 other towns and cities. This programme sought to develop and test the methodology to identify and designate Heat Network Zones. Subsequently, Sheffield was selected to be part of DESNZ's Advanced Zoning Programme (AZP), which aims to support the construction of new zonal scale heat networks as quickly as possible following the introduction of heat network zoning to accelerate the implementation of the legislation. In addition, the AZP aims to establish best practice in zone delivery and operation, offer project development support and promote market transformation to prepare the market and supply chain for the scale and pace of delivery ahead required when national heat network zoning policy comes into force in 2025.

In addition to the above mentioned DESNZ programme, the council, alongside EON and Veolia, secured revenue funding from DESNZ's Heat Network Delivery Unit (HNDU) to undertake techno-economic feasibility studies to assess early opportunities for heat network expansion as well as the integration of waste heat sources.

Advanced Zoning Programme

The zonal scale opportunity selected by DESNZ for the AZP encompasses the proposed zone around the existing networks of

Veolia (serving the city centre) and EON (serving the Lower Don Valley and including a zone around the Northern General Hospital).



N.b. the outputs from the Heat Network Zoning Pilot Programme and Advanced Zoning Programme are still subject to change awaiting secondary legislation.










































A detailed assessment of heat demand and potential heat sources has been undertaken. There are a total of 90,168 buildings within this area with a total heat demand of 1,930GWh. Under current proposed secondary legislation, only 2 per cent of those buildings will be required to connect to a heat network, but they make up nearly 60 per cent of the total heat demand in the proposed zone as seen in the following table:




All buildings	Mandatable buildings
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	No. of buildings	Total demand (GWh/yr)	Average per connection (MWh/yr)	No. of buildings	Total demand (GWh/yr)	Average per connection (MWh/yr)
Veolia network area	71,900	1,206	19	1,160	640	493
EON network area	18,268	724	60	712	502	1,507
TOTAL	90,168	1,930	26	1,872	1,142	667

The transition to a lower carbon source of heat from gas of this scale could saving in the region of 230kt/CO₂. The existing heat sources of the ERF serving the Veolia network area and the biomass CHP serving the EON network area will not provide sufficient heat for the scale of the proposed heat network zone. Under the proposed Heat Network Zoning legislation, heat sources will also be mandated to connect into new and existing heat networks, and this will be needed to meet increased future demands as well as contributing to heat decarbonisation. Through the AZP and HNDU studies, a number of waste heat sources, from manufacturing, data centres and waste wastewater treatment plants have been identified along with opportunities for thermal storage potential, providing a further 204MW capacity.

OBJECTIVE A: Heat supplied to buildings is decarbonised.
Biodiversity

Outcome	Action	Who	When	Co-benefits
Heat Network Zoning opportunities are maximised.	We will actively participate in forthcoming DESNZ consultations on Heat Network Zoning legislation and encourage our businesses to do so.	SCC / Others	March 2025	 
	We will continue to keep updated on forthcoming legislation to understand and be prepared for legislation coming into effect and be in a position to act in the role of Zoning Coordinator should that fall to Local Authorities to deliver.	SCC	Dec 2025	 
	We will continue to participate in the DESNZ Heat Network Zoning Pilot Programme to understand the likely zones to be designated Heat Network Zones under new legislation.	DESNZ / SCC / Veolia / EON	March 2024	 
	We will continue to participate in the DESNZ Advanced Zoning Programme to enable the build out of a Heat Network Zone in 2025.	DESNZ / SCC / Veolia / EON	March 2026	 
Existing heat networks in Sheffield are expanded and densified.	We will complete and publish the Heat Network Delivery Unit (HNDU) funded techno-economic feasibility studies of both existing network areas and ascertain next steps and proceed to Detailed Project Development where applicable. This will include assessment of new connections, heat sources that will further decarbonise the heat supply, and thermal storage opportunities.	SCC / Veolia / EON	March 2025	 
	We will deliver a first phase of our planned network expansion, part funded by the Green Heat Network Fund.	EON	March 2026	   
	We will continue to work with stakeholders to connect additional buildings onto the District Energy Network.	Veolia	March 2026	  
	We will continue to trial and implement innovative solutions to further decarbonise our Energy Recovery Facility and District Energy Network, including our worlds-first trial of algae based carbon capture from an ERF and implementation of the first Artificial Intelligence (AI) district energy control system.	Veolia	March 2026	   
	We will continue to seek opportunities, develop business cases, and secure funding to connect our buildings (domestic and non-domestic) on to heat networks.	SCC	March 2026	  
	We will work collaboratively with other public sector bodies to explore opportunities to connect our estate to heat networks.	SCC	December 2025	  
The needs of people and businesses are supported.	We will engage with citizens and businesses on infrastructure schemes and develop a consultation and engagement programme once more detail on Heat Network Zoning legislation is known.	SCC / Veolia / EON	March 2026	   
	We will work to increase the amount of community energy projects in Sheffield and surrounding areas, which we'll kick start with a community energy engagement event.	Sheffield Community Energy	March 2024	   
Sheffield has the skills and supply chain needed to deliver Heat Network Zones.	We will work with partners and training providers to ensure the rights skills are in place for the delivery of Heat Network Zones.	SCC	March 2026	 
	We will identify and support local supply chain opportunities that support the delivery of heat network infrastructure.	SCC	March 2026	 
	We will participate in a 12-month mentoring programme delivered by DESNZ and the Danish Embassy to build heat network knowledge and capacity in Local Authorities.	SCC	September 2025	 

<p>Innovative finance and ownership models increase the pace and scale of delivery.</p>	<p>We will develop business cases to assess financial and ownership models to include public, private and community ownership models for future heat decarbonisation schemes.</p>	<p>SCC</p>	<p>March 2026</p>	
<p>A Local Area Energy Plan is adopted.</p>	<p>We will commission a Local Area Energy Plan (LAEP) that will assess the future electrification of heat requirements and inform a delivery plan across the city.</p>	<p>SCC</p>	<p>March 2026</p>	
	<p>We will engage with people and businesses to ensure the energy transition is fit for purpose and meets local needs.</p>	<p>SCC</p>	<p>March 2026</p>	

OBJECTIVE B: Small-scale renewable energy generation and storage is increased.



OUTCOMES

1. Innovative finance and ownership models increase the pace and scale of delivery.
2. A Local Area Energy Plan is adopted.
3. Planning policy supports net zero transition.

Why do we need to increase the amount of small-scale renewable energy generation?

Whilst energy efficiency improvements have been made over recent years in lighting and appliances, efforts to decarbonise heat and transport through electrification will lead to increased electrical demand in the future. Not only will that put further constraints on the electricity grid, we also won't achieve net zero if the amount of renewable energy generation doesn't increase. Generating on-site

renewable energy generation and storage potential will also ensure a secure, affordable supply of power to the building user.





















According to the Department for Energy Security and Net Zero's renewable energy statistics, the installed capacity of solar PV in Sheffield has increased by 10 per cent between 2017 and 2022, compared to a national increase in the same period of 33 per cent.

What does the future look like?

The Pathways to Decarbonisation study identified that there is potential to generate up to 518GWh of electricity by the installation of solar PV across 53,000 buildings in Sheffield by 2030. This would save in the region of 54ktCO₂e.

This would require rapid deployment of solar PV as figures at the end of 2022 indicate that there are currently 7,300 buildings in Sheffield with solar PV installed, generating 26 GWh of electricity. To enable this, small-scale renewable generation is delivered through various public, private and community funded models. Actions relating to the council's domestic and non-domestic estate and skills are included in the Our Council routemap.

OBJECTIVE B: Small-scale renewable energy generation and storage is increased.
Biodiversity

Outcome	Action	Who	When	Co-benefits
Innovative finance and ownership models increase the pace and scale of delivery.	We will explore the options for procuring and promoting a collective purchasing offer for citizens and businesses to procure small-scale renewable energy for their homes and businesses.	SCC	March 2026	 
	We will identify and promote opportunities for increased community owned energy in the city.	SCC	March 2026	   
	We will work to increase the amount of community energy projects in Sheffield and surrounding areas, which we'll kick start with a community energy engagement event.	Sheffield Community Energy	March 2024	   
A Local Area Energy Plan is adopted.	We will commission a Local Area Energy Plan (LAEP) that will assess small-scale renewable energy generation capacity across the city.	SCC	March 2026	 
	We will engage with people and businesses to ensure the energy transition is fit for purpose and meets local needs.	SCC	March 2026	   
Planning policy supports net zero transition.	We will have an adopted Local Plan and will develop Supplementary Planning Guidance following its adoption.	SCC	2025	   

OBJECTIVE C: Large-scale renewable energy generation and storage is increased.



OUTCOMES

1. Innovative finance and ownership models increase the pace and scale of delivery.
2. Council land is used to generate local renewable energy.
3. A Local Area Energy Plan is adopted.
4. Planning policy supports net zero transition.
5. Sheffield has the skills and supply chain needed to deliver large-scale renewable energy.

Why do we need to increase the installed capacity of large-scale renewables?

The electricity grid needs to decarbonise in order to meet net zero targets and to increase capacity for future increases in demand from the electrification of transport and heat. The majority of large-scale renewable energy generation will be fed directly into the grid and therefore won't directly contribute to the city's net zero target trajectory as grid decarbonisation has already been factored into the setting of the 2030 net zero target. However, all areas must play their part in creating opportunities for increased renewable energy generation.

What does the future look like?

The Pathways to Decarbonisation study highlighted that there is 31km² of land in Sheffield that may be suitable for ground mounted solar PV arrays, which could generate in the region of 750GWh of electricity annually, avoiding 98ktCO₂. In addition, the study highlighted that there may be the potential for wind generation of up to 16 GWh annually, saving 2ktCO₂.

There are currently no large-scale wind or ground mounted solar projects in Sheffield. As with small-scale renewable energy deployment, this will need to take place using a range of public, private and community finance models.

Where feasible, opportunities to private wire renewable generation to nearby buildings will be explored to ensure as much locally produced energy is used locally where possible. Failing that, alternative ways to supply generated energy through for example, Power Purchase Agreements will be explored.































Energy storage opportunities are maximised as a way in which to use renewable generated power at a time when it is most needed.

Large scale renewable energy projects are designed and delivered to protect sensitive sites and vulnerable species and to maximise biodiversity net gain opportunities.

OBJECTIVE C: Large-scale renewable energy generation and storage is increased.

 Social  Health 

Economic  Biodiversity

Outcome	Action	Who	When	Co-benefits
Innovative finance and ownership models increase the pace and scale of delivery.	We will identify and promote opportunities for increased community owned energy in the city.	SCC	March 2026	   
	We will work to increase the amount of community energy projects in Sheffield and surrounding areas, which we'll kick start with a community energy engagement event.	Sheffield Community Energy	March 2024	   
Council land is used to generate local renewable energy.	We will commission a renewable energy and electrical storage scoping study to identify opportunities on council owned land for large scale energy projects. (Our Council decarbonisation routemap).	SCC	June 2024	   
	We will undertake business cases to assess finance and operating models, including the identification and promotion of opportunities for community owned energy.	SCC	March 2026	   
A Local Area Energy Plan is adopted.	We will commission a Local Area Energy Plan (LAEP) that will assess large-scale renewable energy generation capacity and electrical storage opportunities across the city.	SCC	March 2026	 
	We will engage with people and businesses to ensure the energy transition is fit for purpose and meets local needs.	SCC	March 2026	   
Planning policy supports net zero transition.	We will have an adopted Local Plan.	SCC	2025	   
Sheffield has the skills and supply chain needed to deliver large-scale renewable energy.	We will work with partners and training providers to ensure the rights skills are in place for the delivery of large-scale renewable energy.	SCC	March 2026	 
	We will identify and support local supply chain opportunities that support the delivery of large-scale renewable energy.	SCC	March 2026	 

Glossary

Advanced Zoning Programme (AZP)	Department for Energy Security and Net Zero programme to accelerate heat network zoning and help transform the market ready for legislation coming into effect.
Building fabric	The structural and material elements that make up a building, including the walls, roof, floors, window and doors. Improvements to building fabric can include double and triple glazing, loft, wall (external, interior and cavity) and floor insulation.
Co-benefits	Wider benefits that will be realised from an action as well as it mitigating against climate, for example wellbeing, health or economic benefits.
Combined Heat and Power (CHP)	The use of a heat engine or power station to generate electricity and useful heat at the same time.
Community energy	Energy reduction and generation projects that are managed, delivered and owned by the community, with the benefits of these projects going back to the community.
Decarbonised/decarbonising	The reduction of carbon dioxide and greenhouse gases from processes and operations. For example, decarbonising the electricity grid through the generation of more renewable energy and reduction in fossil fuel based power generation.
DESNZ	The UK Department for Energy Security and Net Zero.
Distribution Network Operator (DNO)	Licensed companies that own and operate the electricity distribution network.
Electrolyser	A device that uses electricity to split water molecules into hydrogen and oxygen.
Energy hierarchy	A process for prioritising policies and actions to ensure energy demand is reduced in the first instance through energy conservation, then energy efficiency measures, prior to investing in renewable energy generation.
Energy Recovery Facility (ERF)	The generation of energy in the form of electricity, heat or both from the burning of residual waste.
Fossil fuels	Materials that contain hydrocarbons formed from decayed plants and animals such as coal, oil, natural gas. When burned for energy generation, they produce CO ₂ .
Green and blue infrastructure	Green infrastructure relates to green landscapes such as woodlands, grasslands and hedgerows. Blue infrastructure relates to water infrastructure such as ponds, lakes and rivers.
Green Heat Network Fund	Capital grant for the development of new and existing low and zero carbon heat networks.
Grid/grid decarbonisation	The reduction of fossil fuel based power generation and increase in renewable energy generated power in the national electricity grid will result in a lower carbon intensity of the grid.
GWh	Gigawatt hour – a unit of energy equal to one million kilowatt hours.
H ₂	Hydrogen.
Heat network	Also referred to as a district heating network, this is the supply of heat (and cooling) from a central source to consumers via a network of underground pipes.
Heat Network Zoning legislation	Legislation set in the Energy Act 2023 that will mandate certain buildings to connect to new and existing heat networks and mandate heat suppliers to connect into heat networks. Secondary legislation is due to be in place by 2025.

Heat Network Delivery Unit (HNDU)	The Government's Heat Network Decarbonisation Unit established to provide the public sector with capacity to develop heat networks.
Local Area Energy Plan (LAEP)	A data drive, place-based approach to identify the lowest cost route to decarbonisation.
Local Plan	A statutory spatial vision and framework for future development prepared by the local planning authority in consultation with its community.
MWh	Megawatt hour – a unit of energy equal to one thousand kilowatt hours.
Net zero	The reduction of greenhouse gases to as close to zero as possible with any remaining emissions sequestered from the atmosphere. Sheffield has taken net zero to mean a 95% reduction in emissions.
Offset/offsetting	Where net zero emissions cannot be achieved by energy reductions and efficiencies, residual emissions will look to be compensated by investing in other projects that sequester carbon or are projects that reduce carbon outside of the city boundary.
Pathways to Decarbonisation reports	Reports commissioned by the Council and undertaken by ARUP and Ricardo during 2019/20. They set out the baseline position of the city and Council's emissions and identify actions required to meet net zero by 2030.
Photovoltaic (PV)	A solar cell that converts sunlight into electricity.
Power Purchase Agreement (PPA)	A long-term agreement between an energy generator and customer for the purchase of energy.
Private wiring	Localised electricity grid that distributes from the generation source direct to an end-user.
PV	Photovoltaic – solar panels that convert sunlight into electricity.
Smart Local Energy Systems	Place based energy assets working together through smart metering and monitoring to distribute energy (physically or virtually) from generation to point of use.
SYMCA	South Yorkshire Mayoral Combined Authority – led by the South Yorkshire Mayor and brings together the local authority areas of Barnsley, Doncaster, Rotherham and Sheffield.
SYSC	South Yorkshire Sustainability Centre – led by the University of Sheffield through a partnership that includes the South Yorkshire Mayoral Combined Authority, the four local authorities and Sheffield Hallam University.

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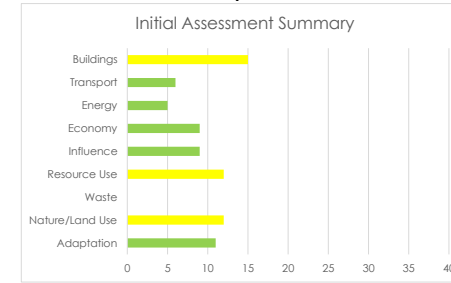
Climate Change Impact Assessment Summary

Project/Proposal Name	Energy Generation and Storage Routemap	Portfolio	City Futures
Committee	Transport, Regeneration and Climate	Lead Member	Ben Miskell
Strategic Priority	Clean Economic Growth	Lead Officer	Kathryn Warrington
Date CIA Completed	04.12.2023	CIA Author	Kathryn Warrington
		Sign Off/Date	04.12.2023

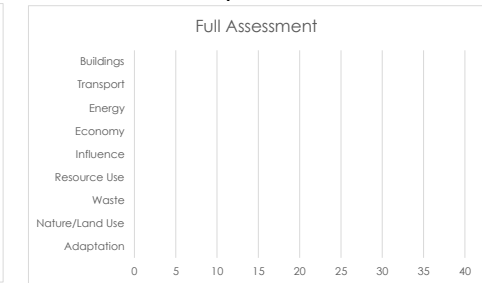
Project Description and CIA Assessment Summary	In 2019, the Council declared a Climate Emergency and set a target for the council and the city to reach net zero by 2030. In March 2022, the Council adopted its 10 Point Plan for climate action and set an objective for decarbonisation routemaps to be developed in key sector areas that require decarbonising to meet the 2030 target. In July 2023, the Our Council and The Way we Travel routemaps were approved by TRC Policy Committee. The Energy Generation and Storage routemap is the third to be developed. It is a high-level document that summarises the on-going work with DESNZ on preparing for Heat Network Zoning and initiates the studies and feasibility work now needed to identify specific delivery to decarbonise the local energy system. In particular, the routemap outlines that a Local Area Energy Plan (LAEP) will be commissioned in 2024, a data driven, place based assessment of current and future energy demands and sets a delivery plan for the lowest cost route to decarbonisation. Full CIAs will be undertaken in due course on individual programme and project areas when more detail is known.
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Rapid Assessment	Does the project or proposal have an impact in the following areas? Select all those that apply. Only complete the sections you have selected here in the assessment.		
Buildings and Infrastructure	Yes	Influence	Yes
Transport	Yes	Resource Use	Yes
Energy	Yes	Waste	Yes
Economy	Yes	Nature/Land Use	Yes
		Adaptation	Yes

Initial Assessment Summary



Full Assessment Summary



>=27	The project will increase the amount of CO2e released compared to before.
21-26	The project will maintain similar levels of CO2e emissions compared to before.
12-20	The project will achieve a moderate decrease in CO2e emissions compared to before.
3-11	The project will achieve a significant decrease in CO2e emissions compared to before.
0-2	The project can be considered to achieve net zero CO2e emissions.

Initial Assessment

Category	Impact	Description of Project Impact	Score
Buildings and Infrastructure	Construction	During any construction phase there will be an increase in CO2e due to manufacturing, transportation and installation and waste processes.	9
	Use	Once new decarbonised energy systems are in place, there will be reduced operational CO2e.	3
	Land use in development	A renewable energy scoping study will be carried out to ascertain the potential of large scale renewable energy on council owned land. Brownfield, under utilised land will be prioritised and always with consideration to BNG.	3

Transport	Demand Reduction		NA
	Decarbonisation of Transport	The studies, such as the LAEP resulting from the routemap will help to identify opportunities for EV charging infrastructure	3
	Public Transport		NA
	Increasing Active Travel	There is potential through infrastructure projects, when roads are dug up for the laying of utilities, roads go back in a better condition than previous and with active travel lanes included.	3

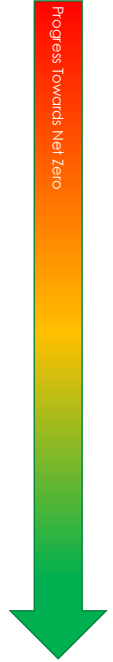
Energy	Decarbonisation of Fuel	The energy routemap includes for the expansion of heat networks in the city, providing lower carbon heat than gas. The LAEP will identify areas where heat supplied by heat pumps will be most viable.	1
	Demand Reduction/Efficiency Improvements	At the building level, this is largely picked up in the Our Council and Housing decarbonisation routemaps. However, the Energy Generation and Storage routemap will include actions to look into collective purchasing options for the supply and installation of solar pv	3
	Increasing infrastructure for renewables generation	The resulting LAEP will assess current and future energy demands and grid constraints and will set a delivery plan for the infrastructure needs of the city ahead of 2030.	1

Economy	Development of low carbon businesses	The routemap addresses the need to support local low carbon skills, jobs and supply chain opportunities	3
	Increase in low carbon skills/training	The routemap addresses the need to support local low carbon skills, jobs and supply chain opportunities	3
	Improved business sustainability	The routemap addresses the need to support local low carbon skills, jobs and supply chain opportunities	3

Influence	Awareness Raising	The Energy Generation and Storage routemap and resulting projects, particularly the LAEP that will include extensive engagement with businesses, citizens and community groups will raise awareness of the energy transition	3
	Climate Leadership	The development of the routemap and resulting studies (LAEP) and potential role of Heat Network Zoning Coordinator will demonstrate the Council's climate leadership	3
	Working with Stakeholders	Extensive stakeholder engagement and consultation will take place. This is already happening on heat network development and preparing for upcoming Heat Network Zoning legislation	3

Resource Use	Water Use		Unknown
	Food and Drink		Unknown

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared to before.
7	
6	The project will achieve a moderate decrease in CO2e emissions compared to before.
5	
4	
3	The project will achieve a significant decrease in CO2e emissions compared to before.
2	
1	The project can be considered to achieve net zero CO2e emissions.
0	
Carbon Negative	The project is actively removing CO2e from the atmosphere.



Products	There will be an increase in manufacturing of utilities and products required for future low carbon energy projects. Procurement should be used to ensure products are sourced ethically and have the lowest embedded CO2e	9
Services	Future low carbon energy supplies and associated services will lead to decarbonisation compared to existing electricity and gas infrastructure	3

Waste	Waste Reduction		NA
	Waste Hierarchy	Construction waste impacts will be considered at project level	Unknown
	Circular Economy	Consideration of this will be given at project level	Unknown

Nature/Land Use	Biodiversity	Any land based energy infrastructure projects will be developed alongside nature recovery and BNG objectives	6
	Carbon Storage	Any land based energy infrastructure projects will be developed opportunities for carbon sequestration. Routemap also refers to Veolia's algae carbon capture trial.	6
	Flood Management	Infrastructure projects will need to consider any flood risks	Unknown

Adaptation	Exposure to climate change impacts	Energy infrastructure needs to be resilient for future climate impacts and the future energy needs of the city need to be based on future climate e.g. district heating needs to also considere future cooling needs.	5
	Vulnerable Groups	The Energy Generation and Storage routemap acknowledges that the energy transition needs to happen in a fair and just way. It needs to support our most vulnerable citizens and not push them further into fuel poverty.	3
	Just Transition	The LAEP and heat network zoning work seeks to identify the lowest cost route to decarbonisation to support vulnerable citizens and economic growth. In addition, projects and programmes will support low carbon skills, jobs and supply chains	3

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Report to Policy Committee

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

Tel: 0114 205 3804

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

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

Date of Decision: *13th March 2024*

Subject: *Local and Neighbourhood Transport Complimentary Programme 2024/25*

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 outlines the proposed Local and Neighbourhood Transport Complimentary Programme (LaNTCP) for 2024/25 and seeks approval to proceed with development and implementation of the proposals subject to the necessary capital programme, traffic orders, and route management approvals being acquired.

Recommendations:

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

- i. Approves the proposed use of 2024/25 LaNTCP programme funding, set out in this report, noting that it is subject to:
 - a. Detailed development of individual proposals;
 - b. The capital approval process;
 - c. Any necessary development and regulatory consents.

ii. Continues to delegate authority to the Head of Strategic Transport, Sustainability, and Infrastructure to make reserved commissioning decisions where they are necessary in order to progress these schemes to completion.

Background Papers: N/A

Lead Officer to complete:	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Damian Watkinson, Finance Manager</i>
	Legal: <i>Richard Cannon, Legal Services</i>
	Equalities & Consultation: <i>Ed Sexton, Senior Equalities and Engagement Officer</i> Climate: <i>Kathryn Warrington, on behalf of the Sustainability Team</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	EMT member who approved submission: <i>Kate Martin, Executive Director of City Futures</i>
3	Committee Chair consulted: <i>Councillor Ben Miskell, Chair, Transport, Regeneration and Climate Policy 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>David Whitley</i>
	Job Title: <i>Transport Programmes Manager</i>
Date: 13 th March 2023	

1. PROPOSAL

1.1 Introduction

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

1.1.2 In April 2022 it was announced that the five-year allocation to the SYMCA was £570m, with Sheffield's allocation being £135m, which included £17.25m for LaNTCP to continue our 'business as usual' smaller scale transport schemes and support the transport elements of the Local Area Committee plans. 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.

1.1.3 Although most DfT capital funding now comes following bids for specific schemes, the LaNTP does provide some local flexibility, both in terms of what it can be spent on and when it has to be spent by. As it is a five-year allocation, the funding is not required to be drawn down/spent in equal proportions across the five years. As reported in December 2023, it is expected that around £4.3m of the 2022/23 and 2023/24 LaNTP will need to be carried forward into 2024/25. This carry forward is fully allocated to projects that are progressing through the Capital Gateway Process. The projects outlined in this report are new for 2024/25, so additional to those already in process.

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

1.1.5 The strategic objectives for the LaNTCP include:

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

1.1.6 Each year, the Council outlines an LaNTCP 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 (SYMCA) Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined

in the Sheffield Transport Strategy and the emerging Local Plan, with schemes also identified through Member and public requests and assessed via existing prioritisation processes.

1.2 Programme Development (Background)

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

1.2.2 Schemes have been identified from a variety of sources. In some cases, they are as a direct result of requests which are assessed using relevant criteria, in others they result from the analysis of various data sources. The creation of this programme is a continuous process and is under constant revision to consider any new requests or emerging network and departmental pressures that occur.

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

1.3 Programme Development (Challenges)

1.3.1 During 2023/24, several issues have impacted our ability to deliver, including continued resource constraints within various teams (within and without the Service); delays in the supply chain and the need to prioritise some larger projects with tighter deliver dates; There are also a series of cost implications that need to be managed, following a raise in inflation rates and construction costs

1.3.2 Because of these considerations, the 2023/24 programme was focussed on trying to 'catch up' within that programme, by developing a smaller number of larger schemes for delivery in later years; 2024/25 will continue this approach – although spend should be higher as schemes developed in 2023/24 will be constructed in 2024/25. The programme will also continue to plan to deliver smaller schemes which are less intensive in terms of staff time, e.g. require less design; or don't require a TRO; and also with some emphasis on developing criteria (which would be agreed with Committee) for new types of measures in future years, such as secure on-street cycle parking in, for example, district and local centres and residential areas. This approach enables the continuing delivery of 20mph schemes - as well as providing for scheme development funding for collision reduction schemes – in parallel with the Committees consideration of the draft Road Safety Action Plan.

1.3.3 The variations within the LANTCP approved at Committee in December 2023 requires around £2.6m of the 2024/25 programme 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, £0.7m in Network management £0.5m in cycling schemes.

1.3.4 Even with an expected higher level of spend on implementation next year, the £4.2m slippage – coupled with the £2.6m required to complete 2023/24 schemes – could lead to further slippage into 2025/26, even before ‘new’ 2024/25 programmes are considered. The remainder of the report considers the ‘new’ 2024/25 programmes.

1.4 Programme Development (Over-Programming)

1.4.1 Inevitably given the complexities of developing transport schemes some schemes will suffer delay. Therefore (based on a £3.45m annual allocation) a significant degree of over-programming (£2.6m) has been built in to reflect the fact that not all schemes can necessarily be delivered as planned. Should schemes progress quicker than initially planned, the over-programming will be managed either through early draw down of future years programme allocations – or using other grants to manage pressures. Updates will be provided to Committee during the year.

1.4.2 A £6m LaNTCP programme has therefore been developed for 2024/25, consisting of improvements to address eight key categories, namely:

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

1.5. Programme Composition

1.5.1 *Local Safety Schemes (£550,000)*

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

1.5.1.2 The benefits of these schemes include:

- Achieving a direct reduction in the number and severity of road injury collisions.
- These schemes can also contribute towards;
- The creation of a safer residential environment, which will allow easier access to local facilities for all;
- A reduction in vehicle speeds can potentially reduce vehicle emissions and this will contribute to improved air quality; and

- Road safety schemes can reduce the intimidatory impact of traffic on our neighbourhoods and make walking and cycling in these areas safer and more attractive; the outcome of this is to reduce the city's carbon footprint and improve personal health.
- 1.5.1.3 Historically, these schemes have been prioritised using a points-based system focussed on collision types and numbers. The sites have then been listed in priority order with the highest scoring sites first.
- 1.5.1.4 The top scoring sites are then subject to a more detailed analysis of the collision problems to see if there is scope for road safety measures that could be implemented.
- 1.5.1.5 This process is proposed to be reviewed as part of the draft Road Safety Action Plan, so there is an allocation within the 2024/25 programme to develop further collision reduction schemes, but the locations will be dependent on the outcome of the decision around the draft Road Safety Action Plan.
- 1.5.1.6 The sites that score highest in using the current approach tend to be complicated layouts (such as roundabouts on the Inner Ring Road) that would be difficult and/or very expensive to treat. Furthermore, these sites, whilst having high numbers overall, do not tend to have a high proportion of KSIs.
- 1.5.1.7 There are other sites with high proportions of KSI collisions that are not currently being investigated, as they do not appear high enough on the list. Many of these sites may have potential to be treated effectively, and at lower cost than the current top scoring sites – allowing more sites to be treated with available funds and therefore more serious collisions prevented on a year-by-year basis.
- 1.5.1.8 Concentrating more on sites with a high proportion of KSI collisions, rather than on sites with a high number of collisions overall is likely to be a better way to develop effective schemes if the objectives of the Safe System approach and “Vision Zero” are to be met.
- 1.5.1.9 It is proposed to do a “deep dive” into all sites on the list that have had at least 3 KSIs in the last 5 years. There are around 59 of these, of which 17 sites have either been investigated already or have measures proposed leaving 42 sites. Whilst investigating all these sites in detail would be a major undertaking, the initial focus during 2024/25 will be to identify those sites which have noticeable trends in the type of KSI collisions, as this will indicate an issue with the highways layout that may need addressing. Once these sites have been identified then a more detailed analysis will be made of these sites and possible remedial measures and costs identified.
- 1.5.1.10 This process will allow better targeted schemes to be developed whilst also building up a better picture of where and why KSI collisions are occurring across the city going forward. Once we have such a picture and

these locations are known we will be able to incorporate targeted road safety improvements as part of other future schemes (for example active travel schemes and safer routes to school).

1.5.1.11 It is anticipated that this investigatory work will be completed by the end of the 2024/25 financial year and therefore the first sites identified will be delivered on-site in 2025/26.

1.5.1.12 In the meantime, while the investigatory work is underway it is suggested that the following schemes be developed (and implemented where funding allows) in 2024/25 using LaNTCP:

- Implementation of Crookes Valley Road/Harcourt Road/Oxford Street scheme, developed in 2023/24; and
- Further development of schemes around the Inner Ring Road, specifically:
 - Bramall Lane Roundabout
 - London Road/St Mary's Gate; as well as a scheme at
 - Eyre Street / Matilda Street

1.5.2 *20 mph Zones (£350,000)*

1.5.2.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date, around 53 of these 20mph areas have been completed.

1.5.2.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph is to be considered on a case-by-case basis using current Department for Transport (DfT) guidelines. The draft Road Safety Action Plan suggests a review of area wide 20mph schemes during 2024/25, with delivery continuing in the meantime.

1.5.2.3 The sites considered suitable are then prioritised by a City-wide comparison of the number and severity of accidents on a 'worst first' basis. Six schemes should be constructed in 2024/25, namely:

- Lower Loxley;
- Longley Hall;
- Beaver Hill;
- Walkley;
- Tupton; and
- Collegiate.

1.5.3 *Pedestrian Enhancements (£2,514,400)*

1.5.3.1 Pedestrian improvements are an area where the Service receives a significant number of requests for intervention from a variety of sources, including Local Area Committees (LACs). The schemes are prioritised using a points-based system using a set of criteria (scoring from +2 to -2) previously endorsed by Council Members that has been in use for some time, namely:

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

1.5.3.2 The schemes are then listed in priority order with the highest scoring schemes first.

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

1.5.3.4 It is suggested that the following 16 schemes be developed (or implemented where development occurred in 2023/24) in 2024/25 using LaNTCP. The LAC crossings include the type of crossing facility currently expected in brackets:

- Crookes Valley Road near Mushroom Lane;
- Rockingham Street at the junction with Broad Lane;
- Handsworth Grange Road (outside the school entrance);
- London Road/Hill Street;
- London Road/Boston Street (facilities within an existing signal controlled junction)
- Shiregreen Lane / Monckton Road junction;
- Glossop Road near Brunswick Road;
- Creswick Lane (o/s Yewlands academy);
- Wordsworth Road / Cookson Park playground;
- East LAC - Staniforth Road (zebra);
- SE LAC - Birley Spa Lane at Jermyn Crescent (zebra on an existing raised plateau);
- SW LAC – Selborne Road/Manchester Road (junction changes);
- Central LAC – Howard Road near Fulton Road (signal controlled);
- North LAC – Shayhouse Lane (zebra);
- NE LAC – Jenkin Rd (signal controlled within existing signals); and
- South LAC - Myrtle Road /Annes Road (zebra).

1.5.4 *Small Schemes (£140,000)*

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

1.5.5 *Public Rights of Way (£331,000)*

1.5.5.1 The Public Rights of Way (PROW) team has a 10-year programme to help improve the network and to reduce future maintenance costs, this could include contributing to projects promoted by other Council teams that also improve the network.

1.5.5.2 It is intended that the PROW programme will be reviewed and added to as necessary over the course of 2024/25. Any recommendations around funding decisions linked to this review will come back to this Committee.

1.5.6 *Network Management (£717,000)*

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

1.5.6.2 Kelham/Neepsend Parking Scheme (£100,000): This parking scheme is aimed at deterring commuter parking from the Kelham/Neepsend area with to help manage parking pressures for local businesses, organisations, visitors and residents and at the same time improve safety at junctions and enable the improved walking, cycling, wheeling and public transport facilities that the wider TCF Kelham – Neepsend – City Centre scheme will deliver. Approval of the scheme was completed in December 2023, this allocation is to complete the construction of the scheme in the Neepsend area.

1.5.6.3 Data Collection and Monitoring (£350,000): This is a scheme aimed at significantly expanding our network of intelligent traffic detection equipment. The equipment can both count active travel mode users in an area, but also monitors traffic in real time – sending the data back to our Urban Traffic Control system which can then re-calculate traffic signal timings in real time. This technology provides a saving on cutting (and maintaining) traditional loop counters, as well as (depending on the equipment location) having the ability to help monitor our active travel schemes. This scheme also has development funding approved through previous Committee decisions.

1.5.6.4 Osborne Road Pedestrian Crossing (£167,000): The development of the Osborne Road crossing scheme was approved in September 2023. This allocation is to complete the construction of the scheme.

1.5.6.5 Nutwood Industrial Estate Access (£40,000): The initial development of a scheme to improve access to the Nutwood Industrial Estate was approved in December 2023. Although the options assessment process and engagement with local businesses still needs to be undertaken, this value will enable a small scheme to be implemented. Any additional funding for making a larger change to the network would come from a revision within the Capital programme, with any recommendation coming back to a future Committee meeting.

1.5.6.6 Waiting Restrictions/Double Yellow Lines (£60,000): This is a regular annual allocation to cover requests. Around 15 sites have been prioritised to take forward in 2024/25. This is an area where a large number of requests are received, requiring staff resource to assess and prioritise. It also requires Traffic Regulation Order resource (including a Legal resource). As a result, it is difficult to take forward more locations more quickly.

1.5.7 *Cycling Enhancements (£1,422,380)*

1.5.7.1 Other funding streams such as the Transforming Cities Fund, City Region Sustainable Transport Settlements, and the Active Travel Fund are being used to develop a higher quality cycle network to the new standard prescribed in DfT's guidance note LTN1/20. It is suggested that the funding for the implementation of a number of schemes in 2024/25 using LaNTCP, including:

- £400k to build on the development work already undertaken to provide a high-quality solution in making the 'temporary' infrastructure implemented as part of the Crookes/Walkley ATN permanent.
- £250k as an initial allocation to make the 'temporary' infrastructure implemented as part of the Sheaf Valley cycle route trials permanent.
- £140k to fund the access improvements required through planning consent for the Bike Hub within the City Council's Heart of the City 2 development.
- £112k to continue the programme of small scale interventions (parking requests, barrier removals, dropped kerbs, improved signing/wayfinding),

1.6. Programme Delivery

1.6.1 If approved by the Committee, the schemes within the Programme will progress through the Capital Gateway Approval process. Individual schemes will be subject to business case procedure and updated costs and delivery timescales are then considered by the Capital Gateway Process (i.e. Transport Programme Group; Capital Programme Group; then progressing to the Strategy and Resources Committee). This will ensure financial controls are in place and the scope of the projects is managed on a regular basis.

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

1.6.3 To facilitate efficient delivery of schemes approved by the Committee, a delegation was approved by the June 2022 Committee to allow any reserved commissioning decisions that may be required as part of developing these schemes to implementation stage to be made by the Head of Strategic Transport, Sustainability and Infrastructure. Approval is sought for this arrangement to continue to enable the delivery of the 2024/25 LaNTCP programme.

2. HOW DOES THIS DECISION CONTRIBUTE?

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

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

2.3 The proposal aligns with Council priorities:

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

2.4 The strategic objectives include:

- Improving road safety and 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); and
- Integration with other portfolio objectives.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 As 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. This has, and will continue to take place.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

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

4.1.2 It is considered that that programme will provide positive benefits in relation to different protected characteristics and to people's wellbeing. The objective is to provide a transport system that increases accessibility and safety, and supports more active travel movements. This is consistent with the Council's legal duties and policy commitments to tackling inequality.

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

4.2 Financial and Commercial Implications

4.2.1 The LaNTCP grant budget of £6.0m for 2024/25 can be requested from SYMCA, but this will reduce the amount available from the £17.5m allocated over five years to spend in future years. Historically around £3.5m per year has been requested, but the increase this year allows for the completion of projects in development in previous years as well as a 'new' allocation in 2024/25.

4.2.2 The overall value of projects in delivery (including carry forward from 2023/24) would be circa £10m, including over programming of £2.6m. Spend will be monitored throughout the year and reported to Committee. If an overspend were to materialise, this would be managed through the use of alternative grants (where feasible), the subsequent LaNTCP year allocations or reimbursed from other schemes across the programme. Delivery of £10m is far more than has been delivered before for local schemes, with £6m being seen as being more achievable though in 2024/25.

4.3 Legal Implications

4.3.1 The Council is under a number of duties relevant to traffic/route management to which the LaNTCP may be said to apply. 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 LaNTCP.

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- 4.3.2 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.
- 4.3.3 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. However, specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes.
- 4.3.4 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 where applicable.

4.4 Climate Implications

- 4.4.1 Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. Each scheme will include a Climate Impact Assessment as it progresses through the Capital Gateway Process, so the detail by project can be considered. The

programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and to support developing local policy on decarbonisation. This includes tackling areas with poor air quality, alleviating congestion, promoting public transport, and encouraging modal shift for short journeys by providing a high-quality active travel network.

4.5 Other Implications

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

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

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

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

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

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 'Do nothing' has been considered, but is not considered appropriate as this will result in projects not being delivered. The LaNTCP would not introduce 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 For the reasons outlined previously, the investment in local transport schemes will ultimately help to address the ambitions of Members and deliver against the requests of the Sheffield public, without reliance on external funding opportunities or incorporating these improvements into

wider major investment projects. The primary objectives of the fund are detailed below:

- 6.2 The expected benefits from this fund are centred primarily on the community, with improved transport connectivity increasing mobility and accessibility, creating a greater sense of safety, enhancing the environmental amenity and improving health by supporting more active travel movements. In addition, there would be fewer road traffic collisions through design and modest associated mode shift.
- 6.3 The proposed transport capital programme balances the availability of funding sources with local and national policy to give a clear focus for the 2024/25 financial year.

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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: *13th March 2024*

Subject: *Report receipt of objections to the proposed limited waiting parking bays and no waiting at any time on parts of High Street, Mosborough.*

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? (<i>488</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:-				
<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 an Experimental Traffic Order (ETO) and to recommend that Members make the order as currently implemented.

Currently there is an ETO in operation, the effect of which is to:

- limit waiting to 2 Hours, no return within 2 hours Monday to Friday 8:00am-6:30pm on parts of High Street, Mosborough; and
- no waiting at any time on a small section opposite Church Mews to protect the vehicle access as shown in Appendix A.

The report sets out officer's response to objections received and seeks a decision from the Committee.

Recommendations:

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

- a) Consider the representations received and if satisfied that the reasons to support the proposals outweigh any unwithdrawn objections, to:
- Make permanent the Experimental Traffic Order, as currently implemented, in accordance with the Road Traffic Regulation Act 1984; and
 - Before the order is implemented, ask that the objectors are informed.

Background Papers:

Appendix A: Traffic Regulation Order Plan

Appendix B: Parking Survey

Appendix C: Equality Impact Assessment

Appendix D: (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: Damian Watkinson
		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: 01.03.24	

1. PROPOSAL

- 1.1 Local members undertook a survey in 2021 to understand what local residents would like to include in an application for funding to improve Mosborough High Street. One of the asks of the community was a desire to change the parking restrictions on one stretch of the high street to help in providing a turnover of spaces for shoppers who want to stop and visit the businesses situated on High Street. Members used this feedback to submit an application to the Council's Economic Recovery Fund, requesting money to undertake a temporary change to the parking restrictions.
- 1.2 As part of the economic recovery fund programme, the Council's Traffic Regulations team advertised and implemented an Experimental Traffic Order (ETO), the effect of which was to introduce 2 bays totalling approximately 14 spaces where waiting is limited to a maximum stay of 2 Hours with no return within 2 Hours, Monday to Friday 8:00am-6:30pm. These new restrictions were in addition to the existing 6 spaces of maximum stay 30 minutes. These parking bays are adjacent to the shop frontages on Mosborough High Street. The advertisement also included a small section of No Waiting at Any Time restrictions to protect a vehicle access.
- 1.3 An ETO was chosen as the preferred type of order, as it was not known at that stage whether the restrictions would be adhered to and also if there would be an issue with migration of vehicle parking.
- 1.4 Limited waiting parking bays can be difficult for parking services to enforce as the restriction requires an officer to note registration plates at the site and return every two hours to note any non-compliance. Enforcement can be sporadic, and an ETO would allow the restrictions to be amended if it was not being adhered to or was causing any unforeseen issues.
- 1.5 As part of the procedure associated with an ETO, objections and representations can be made to the Council over a 6 month consultation period.
- 1.6 The order was advertised on the 8th December 2022 and implemented on the 3rd January 2023. Prior to implementation 4 objections were received. The Council also received 2 objections to the restrictions when implemented. 5 of these objections have not been withdrawn and therefore the objections need to be considered if a decision to proceed with making the ETO permanent is to be made before it expires (i.e. before the expiration of the 18 month implementation period).

- 1.7 A one-day parking survey was undertaken both pre and post scheme in order to obtain an appreciation of how the scheme had performed. The surveys were both undertaken on the same day of the week, during school term time and weather conditions were dry and overcast on both occasions.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The purpose of the proposed scheme is to:
- a) contribute towards a higher turnover of customers, which in turn should boost economic recovery for businesses; and
 - b) maintain access while enabling a).
- 2.2 Before the scheme was introduced, most of the unrestricted parking space in front of the shops was taken up by a small amount of vehicles parking up for the majority of the day. These restrictions aim to reduce the number of long stay vehicles from parking and thereby increase turnover to the benefit of the local businesses.
- 2.3 Data gathered from on street surveys would suggest that there has been an increase of approximately 50% in the number of vehicles using the restricted parking bays.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The ETO was advertised on 8th December 2022 by notice in the local press and street notices were placed on High Street, Mosborough. Consultation letters were delivered or emailed to affected properties inviting comment on the proposals prior to its launch. Local Ward Members, 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 (TRO)] shall be made in writing*". However, the practice in Sheffield is to also accept objections made via email as well as hand written.
- 3.3 CONSULTATION REPONSES
- 3.3.1 There have been 10 responses to the consultation, 5 of these are formal objections, 2 support the proposal and 3 making representations neither in support or objection. The objections are presented in Appendix 'D' which is at the bottom of this report.

Officers have acknowledged all respondents and provided further information where necessary or answered specific questions.

3.3.2 It is important to note that 4 objections were received prior to the scheme being implemented and 1 objection was received just over a month after implementation. Schemes of this nature typically take time to settle in before they should be assessed for impact. This is due to drivers having to familiarise themselves with the restrictions and adjust accordingly. The Council did not receive any further comments.

3.3.3 The scheme has now been in operation for over 12 months.

All objectors have been contacted post implementation to establish whether they want their objections to stand. The Council only received one response of which was to withdraw an objection. No other responses were received and therefore all other objections stand. 2 objections were received just over a month after the scheme became active, suggesting that the parking situation had become more difficult on Stone Street. Surveys were not carried out in the first couple of months so this cannot be substantiated but it may have been the case as drivers became accustomed to the new restrictions. Surveys were carried out when the restrictions had been in operation for 6 months. The data gathered from these surveys, attached at Appendix 'B', suggests that there were no additional vehicles parked on average throughout the day on Stone Street. Subsequently one of these objections was later withdrawn. The Council has not received any further objections or representations during the period that the scheme has been active.

3.3.4 1 Objector suggested that there would be less space to park for church visitors as the measures would increase the amount of long stay parking further up High Street. With this scheme limiting parking to 2 hours, long stay parking should be reduced outside the shops and therefore increase turnover. The parking survey indicated that post scheme, turnover of vehicles within the restricted spaces was increased, therefore this should make it easier for church visitors to park rather than more difficult. This may be of assistance to visitors to the Church if their visit is less than 2 hours.

The survey also suggested that there were less vehicles parked further up in High Street where parking is still unrestricted, indicating that more vehicles were able to park closer to the shop frontages.

3.3.5 2 objectors wanted the time increased to more than 2 hours as they did not feel it was enough time to visit the hair salon. The Council did indicate that this would be considered if further representations were received. No further comments have been received during the active period of the experimental order in relation to extending the maximum stay.

3.3.6 1 objection asked where residents and business employees were supposed to park and that the scheme would make the parking situation worse on the nearby unrestricted side roads. Another objection also stated that nearby residential streets would have people parking on them for a longer period of time. The post implementation parking survey suggests that the amount of parked vehicles on Stone Street and Church

Mews has remained similar throughout the day during the restricted hours. During the survey period, officers noted that parking was not at capacity and spaces were available.

3.3.7 Queen Street can be used as an alternative arrangement for parking as it has a free public car park. There has also been communication from the sports social & club on Station Road, that they would not stop people from parking in their car park during the week, but did ask that business owners do not use it at the weekends.

3.3.8 The majority of properties on High Street have off street parking facilities and the experimental restrictions are relatively brief only being operational during the peak of the working day. Flexible in that they allow for a vehicle to be parked from 4:30pm until 10:00am the following morning Monday to Friday within the marked bays.

There were 2 supportive comments, one of which was a business owner who believed it is a good step towards bringing more custom to the businesses of High Street and that it would encourage staff to car share or walk to work.

3.4 OTHER CONSULTEES

South Yorkshire Police had no issue with the proposed ETO. 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

We did not receive any comments in regard to disabled users having issue with this scheme and there is still the availability for disabled users to park for up to 3 hours on the single and double yellow line restrictions on High Street itself. Therefore, the amount of space available for disabled users has not decreased.

The parking survey data actually suggests that the proposed measures should in fact improve accessibility to the business frontages by increasing turnover of parked vehicles in the district centre.

Any future requests or queries received would be processed via Transport Planning and assessed to determine if any further action/changes can be taken or should be made.

The reduction of all day parking may encourage shop owners and employees to walk, cycle and catch public transport to work.

4.2 Financial and Commercial Implications

The total cost for implementing the ETO including the commuted sum payment for ongoing maintenance costs, is to be funded from the economic recovery fund programme.

The total costs for implementing the works which has already been undertaken are as follows:

£6162.52 for signing, lining, bollards and commuted sum

£5650 for officer time and notices in the Sheffield Telegraph relating to the advertisement of the traffic regulation order.

If the decision is taken not to make the scheme permanent then a cost of £1460 would be applied to remove the signage, this could be reduced if the bays were retained as “free parking”.

4.3 Legal Implications

The Council has the power to make an Experimental Traffic Order ('ETO') under Section 9 of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the purposes of carrying out an experimental scheme of traffic control which may continue in force for a maximum of 18 months, and which may include provisions;

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- c) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

Before the Council can make an ETO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the Regulations'). It must also publish notice of its intention in a local newspaper and make copies of the Order available for inspection for the duration of the effect of the Order. The Council has complied with these requirements.

The Council has the power to make a Traffic Regulation Order which has the effect of making the provisions of an ETO permanent according to Regulation 23 of the Regulations. The Council is required to consider all and any duly made public objections received and not withdrawn before it can proceed with making the provisions of an ETO permanent. Those objections are presented for consideration in this report at Appendix 'D'.

In exercising the aforementioned powers, the Council is under a duty to:

- secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians); and
- the provision of suitable and adequate parking facilities on and off the highway.

The Committee's attention is drawn to the latter; this report details the Council's consideration of what constitutes the provision of suitable and adequate parking facilities at Mosborough High Street. In doing so, the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

The Council is under a further 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 coordinate 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.

4.4 Climate Implications

There are no significant climate implications for the proposed scheme. The increase in available spaces could potentially provide a minor increase in the use of vehicles to visit the local district centre, however this should be offset by the reduction in all day parking encouraging business employees working on High Street to make use of active travel methods.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The parking bays could be pay to park spaces instead of time limited parking. This would help with turnover and enforcement. It is likely that this would not be well received by the community or local businesses and may have an adverse effect on trade. It may also cause additional migration of parking onto nearby residential streets, as vehicle users would utilise the nearby unrestricted parking instead of paying a fee.
- 5.2 Do nothing was also considered but this would likely result in business employees moving back onto the street and parking for the majority of the day. It would make it more difficult for customers to park and may reduce trade for the businesses themselves.

6. REASONS FOR RECOMMENDATIONS

The implementation of the Mosborough High Street - Limited Waiting Parking Bays experimental traffic order has resulted in a limited number of objections, but it has also resulted in the opportunity for more visitors to utilise the parking bays in a district shopping centre.

The parking survey undertaken post scheme implementation, noted that drivers are on the whole respecting the restrictions. An increase in individual vehicles was recorded within the restricted area as being approximately 50% higher than pre scheme. These results suggest the scheme has increased the turnover of vehicles and improved numbers of short stay visitors, resulting in more spaces being available on average.

The survey also indicated that parking has not been adversely affected on Stone Street or Church Mews.

Having considered the responses from the public and other consultees and in light of the parking survey information obtained, it is recommended that the ETO is made permanent in full.

Appendix A, B and C

See "Appendix A", "Appendix B" and "Appendix C" attachments.

Appendix D Objections

Objections	
<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>	
Objection	<p>I am writing to object to the proposed change on high Street mosborough, I don't believe this change will make it better for businesses nor do I believe that the parking issue will be helped on stone street or church mews. There is not enough parking for the area and residents now and if these times are enforced residents will have people parking on the road for a longer period of time so the chances of getting parked on the road to go home won't be possible. Plus the added point of parking wardens coming around and trying to ticket residents for trying to park on the road because people who are visiting the shops are parked up.</p> <p>The high streets needs to be left or extended as 2hours won't be enough for people going to the hair salon. Permits need to be enforced on both problem streets and the high street given longer to park. Or the area that keys to go have stolen at the side of there shop to be turned into free parking for customers as they don't use it for their staff.</p>
Objection	<p>I write in response to your letter and information regarding the Limited Waiting Parking Bays in Mosborough.</p> <p>All I can say is that is going to cause further difficulty and traffic chaos further up High Street towards the church, Herrings Sandwich Shop and the Admiral chip shop.</p> <p>We have already noticed an increase in long term parking around the church since the existing 30 minute stay was put in place, the addition of the Bus Box outside church is also an inconvenience to say the least. We have almost no parking space now for times of worship during the week and especially for funerals. If this scheme goes ahead it will simply move the parking problems further up the road and increase the issues we are already facing.</p> <p>We often have large funeral gatherings and the lack of parking causes additional stress to those mourning the loss of a loved one, we find that often people now park opposite the Bus Box on High Street which narrows the road significantly, this happens all the time with people visiting the chip shop. I would also like to point out that drivers regularly park onto the kerb/pavement creating hazards for wheelchair users and people with children in prams.</p> <p>I would question just how much time has actually been spent out on the streets in question to actually see what the traffic/parking issues are for all concerned every day of the week.</p> <p>I would be very happy to meet with a representative of your department.</p>
Objection	<p>As a customer of Cadmans hair salon I oppose the changes to a 2 hour rule. This is not sufficient for a hair appointment and not helpful to local businesses.</p>
Objection	<p>Dear Sir or Madam,</p>

I am replying to a letter dated 5th August regarding proposed changes to parking on High Street, Mosborough, Sheffield.

I will try and make my points brief and to the point as I feel I could discuss them in greater detail in person or via further communication should this be required.

Firstly, I have resided at 36 High Street since 1985 and have thus seen many changes to traffic and parking over those 37 years. It is hardly surprising to note that the situation has definitely got worse over time.

I am fully in support of local businesses and anything that can hopefully aid them in an increasingly technological and e-commerce world I wholeheartedly agree with.

However, I do feel that some of your proposals do not recognise the reality of the situation, and the purpose and function that shops in Mosborough provide and the delicate balance that exists (or doesn't) between the needs of commercial businesses that occupy the high Street and of the needs of residential dwellers.

Mosborough isn't Bakewell or Ecclesall Road. People do not generally travel to Mosborough just to shop or for an experience that they may receive if they go to Ecclesall Road for example. I have seen countless ventures open and then fold , such as florists, coffee shops, designer childrens clothing. The list goes on. I genuinely don't think that people who visit the shops in Mosborough will do so for 2 hours. It does not provide the same function as a Matlock Bath where people will travel distances to enjoy a day out and browse the shops for several hours.

So the proposed change to allow people to park for 2 hours to shop appears a rather fruitless one as people are not going to shop in Mosborough for 2 hours. Neither does Mosborough contain the shops currently that would entice said visitors. It does not take 2 hours to nip into the paper shop and the off licence and grab a sandwich. Neither I think would businesses that would provide that thrive in Mosborough unfortunately. And that is by no means intended as a slur on Mosborough village; as aforementioned I have been a happy resident in the village for nearly 40 years and have no intentions of moving.

Changes have already been made, which I am sure were intended to make the situation better, have conversely in my opinion only made things worse.

The restriction for the bus stop has taken away several parking spaces which has put further stresses on already limited parking availability. So has the 30 minute limited waiting area. Which is also empty half of the time and is very very rarely full. If you extrapolate this theory to incorporate the 2 hour parking zone, half of the High Street will be empty all day.

The question that potentially needs to be asked is who actually parks on the High Street for the majority of the day?

The answer firstly is residents that actually live on the High Street, who either don't have access to off road parking or inadequate parking for the modern day world where most homes have more than one car.

The High Street I would say has more residential dwellings than it does shops. In my time living on the High Street that has also changed in favour of more residential as spaces above the shops have been converted to flats. And even if these are one bedroom flats, if two adults resided there, they often have more than one car.

Secondly, the other highest users of the High Street I would suggest is people who actually work on the High Street and not shoppers themselves. They are thus parked on the High Street all day. Where are they supposed to park?

A change to a two hour parking zone certainly isn't going to benefit them unless they all decide to use the bus which is doubtful.

I would imagine this will just have a detrimental knock on effect of parking on Stone Street, Cadman Street, Chapel Street etc.

I genuinely think that these proposals will neither aid businesses nor parking congestion. In fact conversely (for the reasons I have stated) I feel the changes will make things worse.

A couple of very brief suggestions could include the issuing of a resident parking permit to people who either reside on the High Street and to the shops themselves to allow staff to park there. I have seen parking elsewhere that allows for a limited duration and/or resident parking permit.

Looking at the bus stop, and I am not anti bus travel, but the High Street is currently losing probably six or seven car parking spaces. Could this be moved to allow for greater parking flexibility?

Maybe in future various different sections of the council could work in a more cohesive multi-agency manner which would then take into account of the various pressures that changes to the High street then put on parking. Hence, if more of the High Street is allowed to become residential (and again I am not opposing this) like it has to done over time. By the mere nature of the make up of modern day households this has to create the need for more parking, which in turn, obviously means there is less availability for shoppers visiting the high Street.

I believe the old Royal Oak Public House may be converted into a future commercial enterprise(s). Could increased parking not be incorporated into the plans for this?

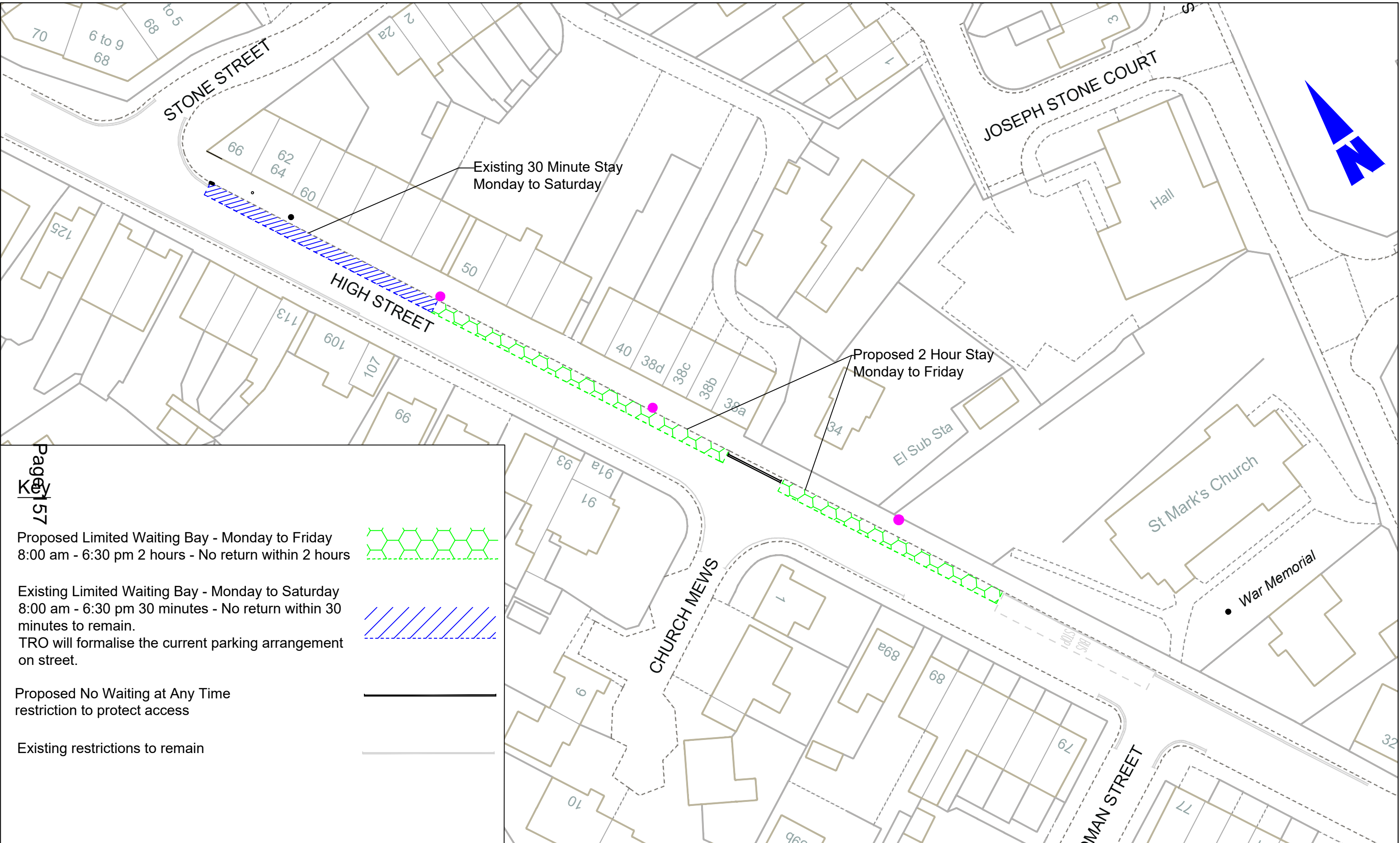
And I know that the proposals are for between the hours of 8am - 6.30pm, but in our society with more shift work and post covid , less and less people are working a historic 9-5 day, thus the time stipulation won't really accommodate for this.

I do realise that this has become more than the brief missive that I first intended it to be. Apologies for that.

I genuinely am for any changes that can benefit businesses in Mosborough and I do support the local economy.

	I am more than happy to speak further on this matter and eagerly look forward to your response.
Objection	I live on stone street and since the parking restrictions have changed on the high street, we often struggle to park our cars on stone street. We live on the terraced side where we don't have a drive and unfortunately, I often have to park across the road in the car park next to the Queens. Recently there has been tickets allocated as well for being on the pavement towards the top of the street, due to being near yellow lines. Now I know this is supposed to be being reviewed by the council but was wondering if you could help it to be sooner? I know it may seem minimal but it becomes a big issue when the car park across the road is full as well and you have to drive around to find a space for 10 minutes as I have this evening.

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Page 57

Proposed Limited Waiting Bay - Monday to Friday
8:00 am - 6:30 pm 2 hours - No return within 2 hours

Existing Limited Waiting Bay - Monday to Saturday
8:00 am - 6:30 pm 30 minutes - No return within 30 minutes to remain.

TRO will formalise the current parking arrangement on street.

Proposed No Waiting at Any Time
restriction to protect access

Existing restrictions to remain

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

Client	SHEFFIELD CITY COUNCIL
Scheme	Mosborough High St - ETRO
Drawing Title	Mosborough High St Limited Waiting Proposals

PROPOSAL - To create two 2 hour limited waiting bays replacing the existing unrestricted parking. Existing 30 minute bay remains unchanged.

Some road markings have not been shown for clarity

Drawing No.	2164-DA-TRO-01
DRAWN BY	JP 25/02/2022
CHECKED	
Scale	1/500
Date	25/02/2022

A3

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Mosborough High Street - Parking Survey

Time Of Day	7-8am	8-9am	9-10am	10-11am	11-12am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	Average number of parked vehicles per hour	Total number of Individual Vehicles
High Street Pre Implementation - 08.12.2022 - Vehicles Parked Within Existing and Experimental Areas For Time Limited Bays														
Total number of vehicles	5	9	20	20	18	18	18	19	19	20	18	14	16.5	78
High Street Post Implementation - 08.06.2023 - Vehicles Parked Within Existing and Experimental Areas For Time Limited Bays														
Total number of vehicles	7	5	10	14	17	15	10	16	18	17	20	17	13.8	116
High Street Pre Implementation - 08.12.2022 - Vehicles Parked Outside of Proposed and Existing Areas For Time Limited Bays														
Total number of vehicles	2	0	2	3	10	10	5	4	3	11	6	7	5.3	46
High Street Post Implementation - 08.06.2023 - Vehicles Parked Outside of Proposed and Existing Areas For Time Limited Bays														
Total number of vehicles	1	0	1	4	7	7	2	3	2	3	7	6	3.6	31
Stone Street Pre Implementation - 08.12.2022														
Total number of vehicles	17	12	12	14	11	12	14	16	12	14	15	17	13.8	44
Stone Street Post Implementation - 08.06.2023														
Total number of vehicles	14	10	13	17	15	15	14	14	11	12	17	15	13.9	37
Church Mews Pre Implementation 08.12.2022														
Total number of vehicles	5	3	1	1	1	1	1	1	0	5	3	3	2.1	11
Church Mews Post Implementation 08.06.2023														
Total number of vehicles	2	1	0	1	2	2	1	1	1	3	5	6	2.1	10

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PART A - Initial Impact Assessment

Proposal Name: High Street Mosborough - Limited Waiting Parking Bays

EIA ID: 2567

EIA Author: Jamie Proctor

Proposal Outline: To introduce new parking restrictions including waiting limited to a maximum stay of 2 Hours with no return within 2 Hours, Monday to Friday 8:00am-6:30pm on High Street, and a small section of No Waiting at Any Time restrictions to protect a vehicle access. These new restrictions were installed experimentally in January 2023 in addition to the existing 6 spaces of maximum stay 30 minutes. These parking bays are adjacent to the shop frontages on Mosborough High Street. The purpose of the proposed scheme is to contribute towards a higher turnover of customers, which in turn should boost economic recovery for businesses. Before the scheme was introduced, most of the unrestricted parking space in front of the shops was taken up by a small amount vehicles parking up for the majority of the day. These restrictions aim to reduce the number of long stay vehicles from parking and thereby increase turnover to the benefit of the local businesses. The Council seek to make the Experimental Traffic Order permanent as currently implemented.

Proposal Type: Budget

Entered on QTier: Yes

QTier Ref: # 00120190281088440000

Year Of Proposal: 22/23, 23/24

Lead Director for proposal: Kate Martin

Service Area: Strategic Transport, Sustainability and Infrastructure

EIA Start Date: 31/01/2024

Lead Equality Objective: Leading the city in celebrating and promoting inclusion

Equality Lead Officer: Ed Sexton

Decision Type

Committees: Planning & Highways

Portfolio

Primary Portfolio: City Futures

EIA is cross portfolio: No

EIA is joint with another organisation: No

Overview of Impact

Overview Summery: A parking survey undertaken post scheme implementation indicated that the scheme has increased the turnover of vehicles and improved numbers of short stay visitors, resulting in more spaces being available on average. The survey also indicated that parking has not been adversely affected on nearby side streets. These numbers suggest that more parking spaces are available closer to the shop frontages and church, which could benefit those that may only be comfortable or able to walk for short distances.

Impacted characteristics:

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact: No

Impact areas:

Initial Sign-Off

Full impact assessment required: Yes

Review Date: 31/07/2024

PART B - Full Impact Assessment

Health

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: There may be concern that the increase in available spaces could potentially provide a minor increase in the use of vehicles to visit the local district centre and therefore increase air pollution, however this should be offset by the limited bay restrictions encouraging business employees working in the local district to use

active travel methods, as there is now less availability in unrestricted parking.

Name of Lead Health Officer:

Comprehensive Assessment Being Completed:

No

Public Health Lead signed off health impact(s):

Age

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

As the scheme should create more available spaces closer the business frontages, those who find it difficult to walk longer distances will get better opportunities to park closer to their destination, making the frontages more accessible.

Disability

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

As the data suggests that the scheme creates a higher turnover and therefore more available spaces closer to the business frontages, those who find it difficult to walk longer distances should get better opportunities to park closer to their destination, making the frontages more accessible. It was noted that there is an advisory disabled bay on Stone Street. We did not receive any comments in regard to disabled users having issue with this scheme and there is still the availability for disabled users to park for up to 3 hours on the single and double yellow line restrictions on High Street itself. So the amount of space available for Disabled Users has not decreased.

Action Plan & Supporting Evidence

Outline of action plan:

The restrictions were implemented on an experimental basis on 3rd January 2023 and advertised in the preceding month by Notice in the local press, street. Notices were placed on High Street Mosborough and consultation letters delivered or emailed to affected properties inviting comment on the proposals. Local Ward Members, and Statutory Consultees were consulted. No comments were received concerning access issues for the impacted characteristics identified.

Action plan evidence:

Consultation letters, email communications and parking surveys.

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date: 31/07/2024

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Report to Policy Committee

Author/Lead Officer of Report: Richard Baker

Tel: 2053771

Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *13th March 2024*

Subject: *On-street residential chargepoint scheme (ORCS) : TRO consultation report*

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? 2120				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<p><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></p>				

Purpose of Report:

To report details of objections and comments received following the Traffic Regulation Order (TRO) consultation for this scheme. TROs are required to enable the provision of on-street electric vehicle charging places. The report sets out the Council's response to unwithdrawn objections.

Recommendations:

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

- Considers the objections to the TROs for the proposed on-street residential chargepoint scheme (ORCS) and officer responses.
- Approves the making of the Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984.
- Notes that all objectors will be informed of the decision prior to implementation.

Background Papers:

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

Appendix A – ORCS EV chargers location plan

Appendix B – Consultation documents

Appendix C – ORCS scheme TRO consultation responses

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: <i>Damian Watkinson & Andrew Craig</i>
		Legal: <i>Richard Cannon</i>
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Mark Whitworth</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	EMT 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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Richard Baker</i>	Job Title: <i>Senior Engineer</i>
Date: 1 March 2024		

1. PROPOSAL

- 1.1 The Government has set a target for all new cars and vans sold in the UK to be zero emission by 2035. The Council wants to make it easier for local people to use electric vehicles (EVs), and one of the barriers to electric vehicle ownership is people not having a private driveway or garage to charge their vehicle. The scheme looks to improve inclusivity as the ability to own or operate an EV should not be influenced by where you live.
- 1.1 To increase access to electric vehicle charging points the Council has secured some grant funding from the national Office for Zero Emission Vehicles (OZEV) On-Street Residential Chargepoint Scheme towards installation of electric vehicle charging points in residential areas.
- 1.2 This local on-street residential chargepoint scheme (ORCS), is part funded from this grant and the Local and Neighbourhood Transport Programme (LaNTP). It has been developed as a pilot scheme that proposes to introduce EV charging to several on-street residential locations and at three car parks spread across the city. This is an opportunity not just to provide more EV charging opportunities but to introduce new types of EV infrastructure on-street that can be reviewed on a smaller scale prior to an anticipated larger roll-out as demand increases.
- 1.3 The proposed introduction of on-street EV charging spaces in 6 locations and in 3 residential car parks would increase the availability of charging infrastructure. This would offer residents with or who are considering using an electric vehicle and do not have access to off-street parking the opportunity to recharge at or very near their home. The on-street chargepoints will be double sockets meaning that two EVs can charge whilst parked each side of the charger and be of the 'fast' 7kW type akin to residential chargers that normally take several hours to fully charge an EV. The proposed locations are indicated in Appendix A.
- 1.4 These locations were selected for a combination of technical and democratic reasons. Requests for EV charging infrastructure can be made to the Council directly or via the Electric Vehicle (EV) Public Charger Demand Tracker on the Council website. Such requests were taken into account when selecting the roads and car parks for this project whilst also placing the facilities across a broader area where EVs are known or expected to be used, private off street parking is limited and to improve access generally across the city.
- 1.5 Technical reasons for selecting the specific on-street locations include; where there is sufficient additional capacity within the Distribution Network Operator (DNO) power supply, what side of the road the supply extends, having suitable carriageway and footway dimensions, consideration of any existing restrictions or uses and ability for the EV charger to connect to the operator's system using mobile communications.
- 1.6 The proposed on-street EV chargepoint layouts have been designed to minimise the space used and thereby reduce the impact on general on-

street parking. The EV charging spaces would typically extend for 13metres, that is two 6metre parking bays and then the EV charging island between them. Some of the proposed sites have 7metre bays depending on site considerations or to make these as accessible as possible for all users. An accessible parking place is prescribed as being a minimum 6.6metres long. These on-street chargepoints would remove road space that is currently used for general parking on a first come - first served basis, equating to up to three typical car lengths.

- 1.7 The process of designating the space on-street and in the car parks for EV charging requires that a Traffic Regulation Order (TRO) is promoted. This is done to ensure that the chargepoints are available for users. Promotion of a TRO requires a statutory procedure of consultation with statutory consultees such as the emergency services, local councillors and the public. The TROs for the on-street and car park EV charging only bays were advertised on 18th January 2024 with a three-week period allowed for objections to be submitted by the public.
- 1.8 This report includes objections and comments received during the formal consultation period.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The Council does not permit or license the charging of an EV on-street from a home address or business when the vehicle and cable is on the highway. Charging an EV at home must be done off highway so that the charging cables do not lead from a private dwelling onto, over or under the highway and cause a hazard (Highway can include the footway, carriageway or a grassed verge/ vegetation).
- 2.2 Future usage of EVs is set to increase. The Local Government Association guide 'Electric vehicles: What's going on out there?' references the Energy Saving Trust (EST):

"Energy Saving Trust (EST) have forecast the number of electric and hybrid vehicles up to 2040 that can be expected to join the UK's roads.

For context, the total number of cars on the UK's roads was 31.2 million in 2017.

By 2030, it is anticipated that there will be between approximately 8 million and 11 million hybrid or electric cars in the UK, if uptake is aligned with the Road to Zero (RTZ) targets. By 2040, the number of hybrid or electric cars could reach 25.5 million. Whilst conventional hybrid vehicles (that cannot be plugged in) will initially form many these sales, it is expected that plug-in hybrid and EVs will make up an increasing proportion as technology develops."

- 2.3 As of October 2023, in Sheffield there are 236 public chargepoints, 67 of which are rapid chargers. The Council operates 79 chargers (50 fast and

29 rapid – 10 of the rapid being taxi only). 'Fast' chargers provide power between 7kW and 22kW and can charge a car over several hours, 'Rapid' chargers tend to provide power at 50kW and can often charge a vehicle in less than an hour. The proposed EV charge points in the ORCS scheme would be 7kW and so take a few hours to charge an EV, depending on the vehicle. These would currently be classed as 'fast' though the definitions are changing as technology improves so this term should be used with caution. Parking Services will receive regular updates on charger usage so that the scheme can be monitored.

- 2.4 This pilot scheme can serve to aid the development of more public EV infrastructure where residents do not have access to off-street parking. The next step is underway and the Council are working with South Yorkshire Mayoral Combined Authority (SY MCA) who have submitted an application for funding from the local electric vehicle infrastructure (LEVI) fund for a much greater scope.
- 2.5 Electric vehicles have been identified as a way to reduce or decarbonise transport and as such ownership and usage of these types of vehicles will increase. Providing local facilities for residents who may wish to charge their vehicle in their neighbourhood can only further encourage the transition to EVs.
- 2.6 The project will contribute directly through its interventions to the overall strategic vision and objectives of Sheffield City Council and the Sheffield City Region.
- 2.7 The scheme supports the key policies and actions set out in the City's Transport Strategy, adopted by Cabinet in March 2019.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 This is a pilot project for EV charging in residential areas. As it is something new for Sheffield and something that we expect there to be more of in future years it is important to provide information to the public and local representatives throughout the development of the scheme. Scheme information to date has included the following:
 - Briefing to Transport Regeneration and Climate committee members and local ward members advised of the proposals in Autumn 2023,
 - Presentation and discussion of the initial designs with the Access Liaison Group to consider any implications or issues,
 - Letter to residential frontagers regarding on-street proposals also in Autumn 2023,
 - A street news newsletter distributed in early December to over 700 addresses that highlighted the scheme rationale and specific locations that have been assessed and approved by the Energy Saving Trust (EST) and Office for Zero Emissions (OZEV),
 - Updates to members and LACs on the scheme and forthcoming TRO,

- TRO consultation on the specific locations 18 January- 8 February 2024. Letters were sent to the over 700 addresses that received the newsletter to provide a broad awareness of the proposal. This was a wider consultation than is usual in relation to a TRO advertisement for parking restrictions.

3.2 The proposed Traffic Regulation Orders to introduce Electric Vehicle Charging restrictions at both on-street and off-street locations were advertised in January 2024 in the local press, by street notices put up throughout the area and by letter delivered to all affected properties and the wider area. The letter provided further information and details of how residents could comment on or formally object to the proposals (see Appendix B). The Transport, Regeneration and Climate Policy Committee, Local Ward Members, MPs and Statutory Consultees have been informed about the proposals throughout the process.

3.3 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "An objection [to the making of a Traffic Regulation Order] shall be made in writing".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order]." However, comments and objections received after the closing date are normally added to the collation of responses and duly considered and that has been done in this case.

CONSULTATION REPONSES

3.3 There have been 36 responses from the public to the TRO consultation, 30 are formal objections to the scheme from residents. These objections are presented in full in Appendix C.

All respondents have received an acknowledgement of their comments on this consultation with further information or explanation where queries were raised. They were also offered the opportunity to withdraw their objection should the further information provided address their concerns.

3.4 The reasons given for objecting to the ORCS TRO included some common themes, queries and suggestions. These are summarised below for clarity with officer comments and answers.

- ***Reduction in general on-street parking increasing parking stress and negatively affecting residents***

- This is an unavoidable consequence of introducing parking restrictions for particular vehicle types. The locations have been selected for technical and democratic reasons having then been determined as the most appropriate in these areas. The reduction in parking space for non-electric vehicles will be up to three vehicle lengths per on-street site. As a proportion of the space utilised for on-street parking in each area this change is considered a small amount in order to install infrastructure that will provide for current and future uptake of EV usage. The TRO is needed to ensure the spaces can be available for EV charging only and are not parked in by internal combustion engine (ICE) vehicles.
- ***No-one around here has an EV / waste of money due to no EV owners and so will be empty a great deal of the day.***
- In 2023, over 16% of newly registered cars were fully electric. This trend will continue since government has set targets through the Zero Emission Vehicle (ZEV) mandate, which is now law: 80% of new cars and 70% of new vans sold in Great Britain will now be zero emission by 2030, increasing to 100% by 2035. As of the first quarter of 2023, Sheffield had around 6,200 registered EVs, with an equal distribution between individuals and businesses. Cars make up 90% of all plug-ins, while light-goods vehicles constitute most of the remainder. So it is certain that EVs are and will make up an increasing percentage of vehicles on the road. The lack of on-street charging may be a barrier to those wishing to transition to using an EV. This infrastructure should provide confidence to those looking to change their vehicle to an EV that they will have the opportunity to charge this near home. Usage will be monitored. Less well used locations may result in a review of the chargepoint restrictions and or lower the priority for an area for additional facilities as part of a future roll-out of more EV chargepoints.
- ***Concerns about impact on highways safety due to potential high demand and location of the bays***
- The EV chargepoints will provide 7kW power and so will not likely provide quick charging that would result in vehicles queuing to use them. The locations have been assessed for suitable carriageway and footway widths and to ensure they would not hinder the free movement of traffic on highway.
- ***Suggesting alternative locations nearby***
- Some of the suggested alternatives are understandable e.g. Olive Grove Road instead of Slate Street but there are practical reasons for the selection of the proposed sites. On Olive Grove Road the limited DNO grid capacity was one of the critical factors why we had to choose one location

over another. The narrow footway widths on the side suggested by many would also be disadvantageous.

- ***Requests to locate them elsewhere away from houses***
 - This is contrary to the aim of the scheme to provide facilities near to homes (see paragraph 1.3 of this report). The chargepoint sites were also selected to be away from direct frontages and so border house gable sides or boundary walls.

- ***Reduce waiting restrictions to increase parking***
 - Existing waiting restrictions serve a purpose of promoting the free and safe movement of traffic at locations where parking or waiting would hinder this. It is not proposed to amend any existing waiting restrictions.

- ***Nuisance to immediate properties due to comings and goings***
 - It is anticipated that usage of the bays will require several hours of charging and effectively this will be an informal rearrangement of who parks where in the local area.

- ***Increased fire risk of electric vehicles***
 - Whilst the risks related to electric vehicle fires differ to petrol and diesel vehicles, and can be serious there is no evidence to suggest that fires in EVs are more likely to occur than in petrol or diesel vehicles. Some studies of international data have indicated that EV fires are less likely to occur than petrol or diesel fires. For example, in Norway between 2016 and 2021, proportionally, petrol or diesel vehicles were involved in 4 times more fires compared to electric vehicles. Source: [Electric vehicles: costs, charging and infrastructure - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/electric-vehicles-costs-charging-and-infrastructure). The ORCS scheme has been developed with and is proposed to be implemented by a specialist global EV charging company who are contracted to install, operate and manage EV infrastructure on behalf of SCC as well as the other SY local authorities. Each installation will be suitably designed and constructed to provide safe facilities following the appropriate regulations. Installation and operation of EV chargepoints in the proposed locations is consistent with others installed across the country.

- ***Should SCC be encouraging car use at all?***
 - Whilst the use of sustainable and active travel modes is being promoted and a priority it is acknowledged that car usage and ownership will still form a key part of people's travel choices. Using a less polluting vehicle will aid the drive to reduce polluting emissions.

- ***Proposals seem disproportionate to current demand***
 - The locations have been selected following consideration of requests, predicted future demand, equity and availability of private off street parking. Actual demand is hard to know upfront as it may be suppressed but it will increase. The pilot scheme will be monitored for usage.
- ***Potential for attracting anti-social behaviour***
 - EV charging infrastructure has been the subject of vandalism and theft with removal of charging cables at some sites. However, these charging units do not have attached cables and are more akin to residential charging units where the driver supplies the detachable cable. In respect of criminality more generally, the Council will monitor whether such issues manifest and consider what action to take in due course, with regard to its relevant duties and powers. It should however be recognised that the most appropriate actions for dealing with criminality may only be available to other agencies, such as the police, and the Council may choose to make referrals for that purpose.
- ***Want these in nearby car parks instead of residential streets***
 - The Council is installing EV chargepoints in residential car parks, as with this project, but government research identifies the importance of reliable charging close to where vehicles are regularly parked, for both current and future EV drivers. In order to support the transition to electric vehicles a step change in public charging provision will be needed which will almost certainly require facilities both in car parks and on street [Source: Public Electric Vehicle Charging Infrastructure. Deliberative and quantitative research with drivers without access to off-street parking.](#)
- ***Want resident parking permits not EV bays***
 - The Council understands that in many residential locations the demand for on street parking exceeds supply. This is common throughout Sheffield and many urban areas where homes do not have off-street parking.

In exercising the powers to implement the proposals described in this report, the Council is under a duty to consider whether the provision of parking facilities on and off the highway is suitable and adequate (in conjunction with other matters detailed in the Legal Implications section of this report). This provision is not limited only to the availability of parking for residents with certain types of vehicles on the roads adjacent to where they live and the Council may consider other potential uses of the parking facilities available on the highway when taking into account whether what is provided is suitable and adequate. With regard to the aims of this scheme and in the context of the existing, surrounding parking facilities

which are unaffected by this proposal, this criteria is deemed to be fulfilled.

Permit schemes are operational in many areas and district centres. The current Council priorities for permit or controlled parking schemes are the areas around the city centre. Other areas may be considered for similar schemes in the future and the Council will continue to monitor the situation.

- ***Expected non-compliance due to existing poor parking practices and no enforcement***
 - The TRO will enable enforcement of the parking bays. Residents would be able to report non compliance to Parking Services.
- ***Construction of EV infrastructure would be intrusive and noisy***
 - This would be a very short term operation to provide a lasting benefit.
- ***Chances of being able to use one of the EV bays expected to be slim (if multiple residents wish to use at same time)***
 - Usage will be monitored by Parking Services. Well used locations may encourage additional facilities as part of a future roll-out of more EV chargepoints.
- ***Seems to offer 'private' spaces to the few who can afford EVs.***
 - Take up and ownership of EVs is increasing. Even if this appears to occur initially it is expected that as demand increases that there will be a turnover of vehicles parked here with many residents benefitting from the facility, including those with company / lease cars and motability vehicles.
- ***Frustrating to see empty EV parking spaces when parking demand for other vehicles is high and no space left on-street.***
 - Usage will be monitored- by Parking Services. Less well used locations may result in a review of the chargepoint restrictions and or lower the priority for an area for additional facilities as part of a future roll-out of more EV chargepoints.

3.5 Comments in support:

- *“Thank you for letting us know about the proposed EV charging points, which we very much support. Can you tell us which car park on Freedom Road is the proposed site?”*

- *I am writing to express my support for this scheme which is long overdue and will make owning an electric car a more realistic possibility in the area.
My main worry however is over enforcement of the no parking zone around the area. I hope this is well enforced so that they are available when needed.*
- *Hello, last year there were reports of an EV charging point on Flodden Street in Crookes. I'm just wondering if you have a date when this is expected to come on line? I am currently having to charge my vehicle in Broomhill and walk up the hill so am excited to see a new charging point in Crookes.*
- *Do you have any updates on the EV charging point on Flodden Street? Are there any other charging points to be made available in Crookes? If there are steps to take to encourage more points let me know as we'd love one this side of Crookes.*
- *Today I received information in the post about the proposed charging points ...This was very helpful: thank you for that, and for the opportunity for local residents to comment. I want to say that I am broadly in support of the proposals but I would request that you monitor how much they are used and how the local on street parking is. There is risk of local dissatisfaction if the spaces are little used and there are at the same time no spaces for people to park in the area. Thanks again. I wish I could afford to now buy an electric car!"*

OTHER CONSULTEES

- 3.8 South Yorkshire Police have been consulted on the TRO but no response was received.
- 3.9 No response has been received from South Yorkshire Fire and Rescue Service, the Yorkshire Ambulance Service or the South Yorkshire Mayoral Combined Authority regarding impacts on bus services though there aren't any anticipated.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1. Equality Implications

- 4.1.1 The ORCS scheme will not remove any designated disability parking as a result of the proposals. The Equality Impact Assessment (EIA) notes in the likely impacts in relation to disability that we are seeking, where practical, to make the chargepoints compliant with PAS 1899:2022 and have consulted with the Access Liaison Group to discuss the designs.

4.1.2 The (EIA) concluded that the development of a public electric vehicle charging infrastructure network contributes towards addressing health inequalities and other causes and identifiers of inequality in Sheffield. The EIA notes likely impacts in relation to: • Disability • Health • Age • Race (specifically provision of information in languages other than English, based on 2021 Census data), and • Poverty & Financial Inclusion (an aim to ensure that residents have access to market competitive tariffs).

4.2. Financial and Commercial Implications

4.2.1 The Final Business case (FBC) for the On-street Residential Chargepoint Scheme (ORCS) was approved by the Finance Committee in December 2023.

4.2.2 The ORCS grant from the Office for Zero Emission Vehicles (OZEV)/DfT offers to part-fund up to a maximum of 60% of capital costs relating to the procurement and installation of residential EV chargepoints.

4.2.3 The total capital cost of the project cost is £318,465 with a commuted sum of £13,800. The total OZEV grant offer funding is £84,230 for 11 (double-headed) charge points units (6 on-street, 5 spread between 3 car park locations). The remaining match funding, as well as project fees, and any associated capital costs which cannot be covered by the arrangement above, will be covered by accessing an allocation from the 2023/24 Local and Neighbourhood Transport Programme (LaNTP) for 'EV charging match-funding'.

4.2.4 An extension to the ORCS grant has been agreed with OZEV/EST but delivery of the scheme would need to be completed and spent by the end of the 2024/25 financial year (31 March 2025) according to the funding conditions. Any such increase will be subject to the usual formal capital approval process.

4.2.5 Electricity costs will be incorporated into the council's energy contract and be consistent with the other council operated EV chargers in the city. Installation and maintenance of the EV chargers will be undertaken as per the contract with the EV charging supplier. Revenue from the scheme will be retained by the council with ongoing costs funded through income from EV chargers, and when there is a deficit, this will need to be funded through existing revenue budgets. This is however very sensitive to usage scenarios and pricing policy which is why demand, income and costs should be monitored on a regular basis and adjustments made to avoid an overall deficit position. The commuted sum will assist with this and is funded through an allocation from the Local and Neighbourhood Transport Programme (LaNTP) for 'EV charging match-funding'.

4.2.6 Changing the proposed locations will require further consultation and a new Traffic Regulation Order to be promoted. This would add delay and risk to the delivery of the project and spend of the funding.

4.2.7 As a pilot project there is no resource to recruit additional parking enforcement staff so enforcement will be prioritised from existing resource in line with the parking enforcement policy.

4.3. Legal Implications

4.3.1 The Vehicle Emissions Trading Schemes Order 2023 (SI 2023/1394) (“VETS Order 2023”) establishes GB-wide trading schemes to replace the previous regulation of CO2 emissions from new cars and vans. The VETS Order 2023 sets up four separate GB-wide VETS that operate from 3 January 2024. These are the ZEV mandate schemes for cars and vans, and the CO2 standard schemes for cars and vans.

The ZEV mandate schemes provide for annual targets for non-ZEV registrations, decreasing yearly. The CO2 standard schemes set a baseline per-vehicle CO2 emissions target and will continue to limit emissions until all new sales are zero emission at the exhaust. These requirements have informed the development of the proposal described in this report.

4.3.2 The Council has the power to make Traffic Regulation Orders (TRO) 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.

4.3.3 Part IV of the Act gives the Local Authority powers to designate parking places on a highway and make such provision as may appear to that authority to be necessary or expedient for regulating or restricting the use of any parking place designated by the order. In the case of the proposal detailed in this report, those powers are being used to designate electric vehicle charging only bays and restrict their use accordingly.

4.3.4 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, for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), preserving or improving the amenities of the area through which the road runs and for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality). The proposal in this report is considered to align with these purposes.

4.3.5 Before the Council can make a traffic order, 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 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.

4.3.6 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 summarised and presented for consideration in this report. A full list of the objections is also appended to this report. The Council may modify an order, whether in consequence of any objections or otherwise, before it is made.

4.3.7 In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway per section 122 of the 1984 Act. In doing so the Council must have regard, so far as is practical, to:

- The desirability of securing and maintaining reasonable access to premises,
- the effect on the amenities of any locality affected,
- any applicable national air quality strategy,
- the importance of facilitating the passage of public service vehicles; and
- any other matters appearing to the local authority to be relevant.

The factors relevant to the consideration of the above are presented in this report and the Council would be considered to be fulfilling this duty in implementing the proposals in this report.

4.4. Climate Implications

4.4.1 Sheffield has set a target to become a net zero city by 2030. In 2017, Transport emissions accounted for 26% of Sheffield emissions. 60% of journeys were being made by car, and around 40% of these were less than 1km in distance (a 10–12 minute walk). Between 2017 and 2021 (the latest year for which data is available) transport emissions in Sheffield have reduced by 15.9%, to 22% of city emissions that year, but we still need to reduce our annual transport emissions by a further 541 ktCO₂e by 2030.

4.4.2 Transport is a major contributor of polluting greenhouse gases in Sheffield, including carbon dioxide (CO₂) and nitrous oxide (N₂O). Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC has recently introduced a 'category C' Clean Air Zone, which the switch to electric vehicles will support. The scheme offers the potential for users of business vehicles which need to be charged at / near home e.g. LGV or taxi owners using the chargepoints.

4.4.3 We therefore also need to change how we travel from a polluting mode to a less polluting modes by increasing active travel, improving public transport to increase patronage, consolidating how good move within our city, and decarbonising the remaining vehicles by converting them to Ultra Low Carbon Vehicles (ULEV) like electric and hydrogen. Hydrogen is

currently less likely to be as popular for cars in the near or medium future and so the councils current focus is on enabling increased uptake of electric vehicles (EVs).

- 4.4.4 Sheffield's uptake of EV's to date has been restricted by low levels of residential charging infrastructure in the city. In January 2024 (the latest year for which data is available), Sheffield has 43.3 electric vehicle chargers per 100k capita compared to a UK average of 80.1 ([Electric vehicle charging device statistics: January 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/electric-vehicle-charging-device-statistics-january-2024)). The challenge is further increased by the high number of property owners unable to install private chargers due to not having off-street parking.
- 4.4.5 The roll-out of public electric vehicle charging points will enable those without access to off-street parking to transition to electric vehicles, contributing to a just and fair transition to a low carbon world.
- 4.4.6 The full Climate Impact Assessment undertaken has determined that overall there should be a reduction in emissions. While there will be short term negative impacts in terms of installation and construction, the project will achieve emissions reductions through decarbonisation of transport and consideration in the tender of use of renewable energy and materials used in servicing and maintenance. The project will also provide economic benefits in terms of access to electric charging for residents. The visible roll out of the network also provides great opportunities for awareness raising around low carbon travel.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The proposed on-street EV chargepoints have been designed to minimise the space used, look to comply with standards for accessibility where feasible and not install lots of EV equipment on footways. Placing the EV infrastructure on footways is an option but is not considered to be appropriate as this would reduce footway widths which in many residential areas are less than 2metres wide and so would introduce a hazard to pedestrians.
- 5.2 Alternative designs for on-street charging infrastructure that does not require a reduction in footways were considered. These included larger buildouts which then encourage drivers to access the chargepoint via the footway level. This would require more space and so further reduce opportunities for on-street parking. It was considered that the need to have a minimal impact to on-street space whilst also making the infrastructure as accessible as possible ruled out using a larger island or buildout.
- 5.3 The council are investigating the potential for charging EVs via streetlighting. However, there are technical issues which need to be worked through in order to understand the commercial viability as well as practical issues with the approach for the City.

5.4 The EV chargepoints have been promoted with a TRO as implementing EV infrastructure but not restricting the bays usage to EVs would likely result in these facilities not being available to those wishing to use them. However, the usage data will be reviewed and the timings and extents of the restriction may be recommended for change if it is considered that the space is being underutilised. This would be subject to another TRO process and consultation.

6. REASONS FOR RECOMMENDATIONS

6.1 The scheme will provide new EV infrastructure in areas where drivers wishing to charge an EV do not have access to a private driveway or an off-street facility. This could reduce inequalities and result in a greater use and uptake of EVs which can contribute to the reduction in carbon emissions and the contribute towards tackling the climate emergency.

6.2 This is one of the key drivers for this project nationally, supporting a move away from the use of traditional fossil fuels to cleaner technologies such as electric.

6.3 The development of a public electric vehicle charging infrastructure network contributes towards addressing health inequalities and other causes and identifiers of inequality in Sheffield as identified in the Equality Impact Assessment.

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

6.5 The impact of the on-street spaces and infrastructure on existing parking pressures in these areas should be seen in context with the current and future benefits of the facilities as well as the small amount of space that would be needed out of the streets or car parks in each of these neighbourhoods.

6.6 It is therefore recommended that Committee:

- Considers the objections to the TROs for the proposed on-street residential chargepoint scheme (ORCS) and officer responses.
- Approves the making of the Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984.
- Notes that all objectors will be informed of the decision prior to implementation.

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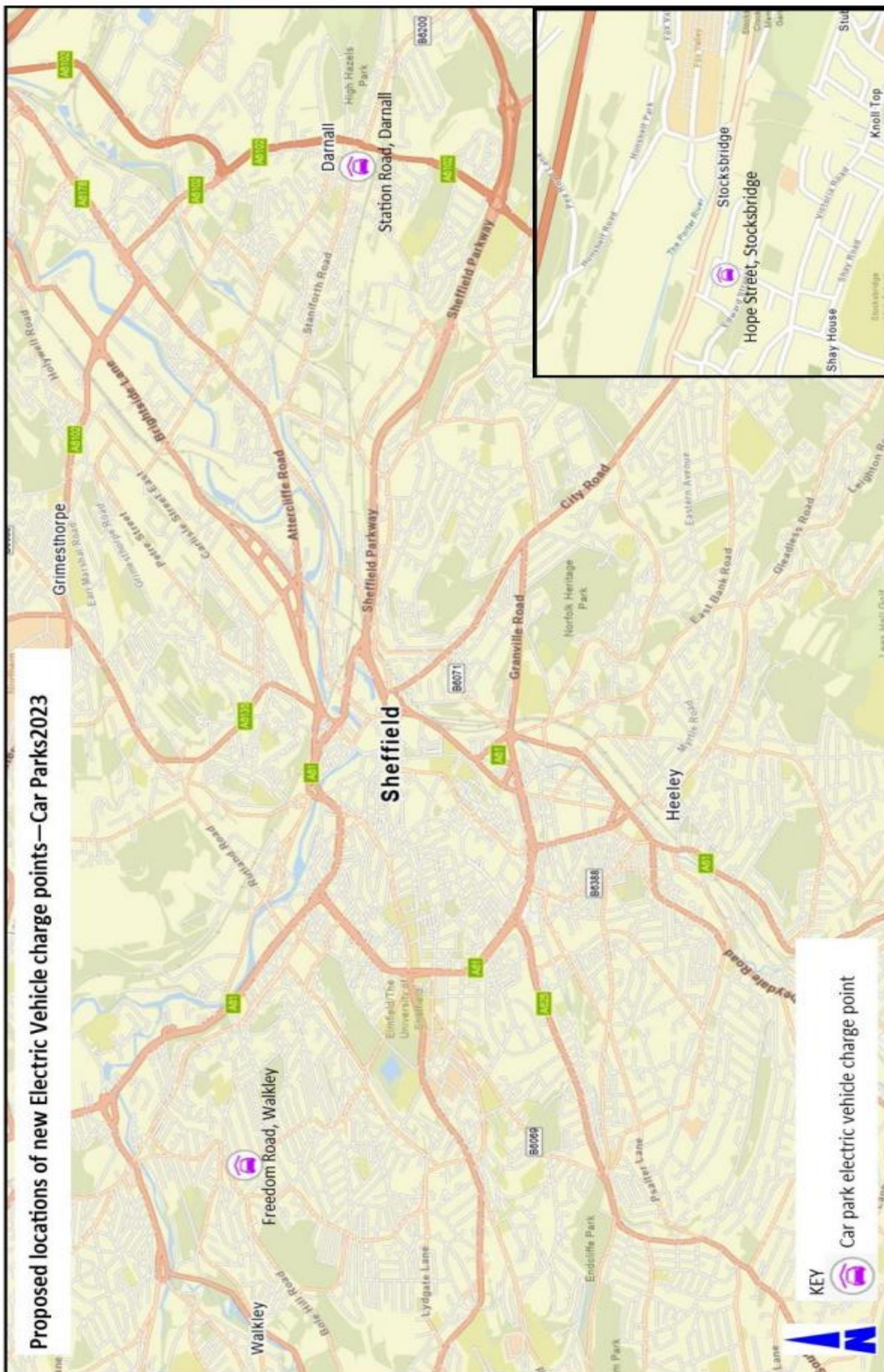
Appendix A – ORCS proposed chargepoint locations

All sites



Site No.	Street Name	Postcode	Car Park/ On-street	No. of double-headed charge-points (7kW)	No. of Bays/ Sockets
1	Hope Street, Stocksbridge	S36 1GY	Car Park	2	4
2	Louth Road, Greystones	S11 7AW	On-street	1	2
3	Slate Street, Lowfield / Heeley	S2 3GT	On-street	1	2
4	Freedom Road, Walkley	S6 2XE	Car Park	1	2
5	Upwood Road, Hillsborough	S6 4FT	On-street	1	2
6	Bishopsholme Road, Fir Vale	S5 7DF	On-street	1	2
7	Flodden Street, Crookes	S10 1HA	On-street	1	2
8	Station Road, Darnall	S9 4JU	Car Park	2	4
9	Balmoral Road, Woodhouse	S13 1QG	On-street	1	2
Total				11	22

Car parks



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Street News

Residential electric vehicle charging project

Dear resident

The Government has set a target for all new cars and vans sold in the UK to be zero emission by 2035.

We want to make it easier for local people to use electric vehicles (EVs), and we know one of the main barriers to electric vehicle ownership is people not having a private driveway or garage to charge their vehicle.

So, we're committed to increasing access to electric vehicle charging points. We have secured some grant funding to install electric vehicle charging points in residential areas from the national Office for Zero Emission Vehicles (OZEV).

Charging points to be installed

This funding is for a small pilot project which will allow us to provide on-street charging facilities in nine locations across Sheffield to widen the existing electric vehicle charging infrastructure network.

We're keen to know if you support the idea of charging points being installed in your area and if you have any concerns.

The map inside shows the locations we're considering. We've chosen them based on these specific funding criteria:

- **Where we've had existing requests** for on-street charging points from residents.
- **Residential areas that lack off-street parking** where residents rely on on-street parking.
- **Areas where electric vehicle charging demand is forecast to significantly increase in the coming years**, based on Transport for the North's EV Charging Infrastructure model.
- **Areas that Northern PowerGrid confirms as having enough grid capacity** to add or connect EV charging points.

What would be installed

The charging point would be a double socket bollard, which would allow two electric vehicles to charge at the same time. It would be powered by a feeder pillar nearby linked to the grid.

We would install it on an accessible footway island, built out from the main pavement so it doesn't become an obstacle for people using the pavement.

We would designate two parking bays as electric vehicle charging bays, one either side of the island. We would also install signs and on-street markings for the two parking bays.

How the charging points will look

We have included an image which shows what the footway island and parking bays could look like in a residential street. Where we plan to install charging points in car parks, we'll simply reallocate bays for electric vehicle charging only.

We've already written to residents who live closest to where we're proposing to install the charging points, and we've sent this newsletter to people who live within a short walk of those locations to share the same information.

When the charging points will be available

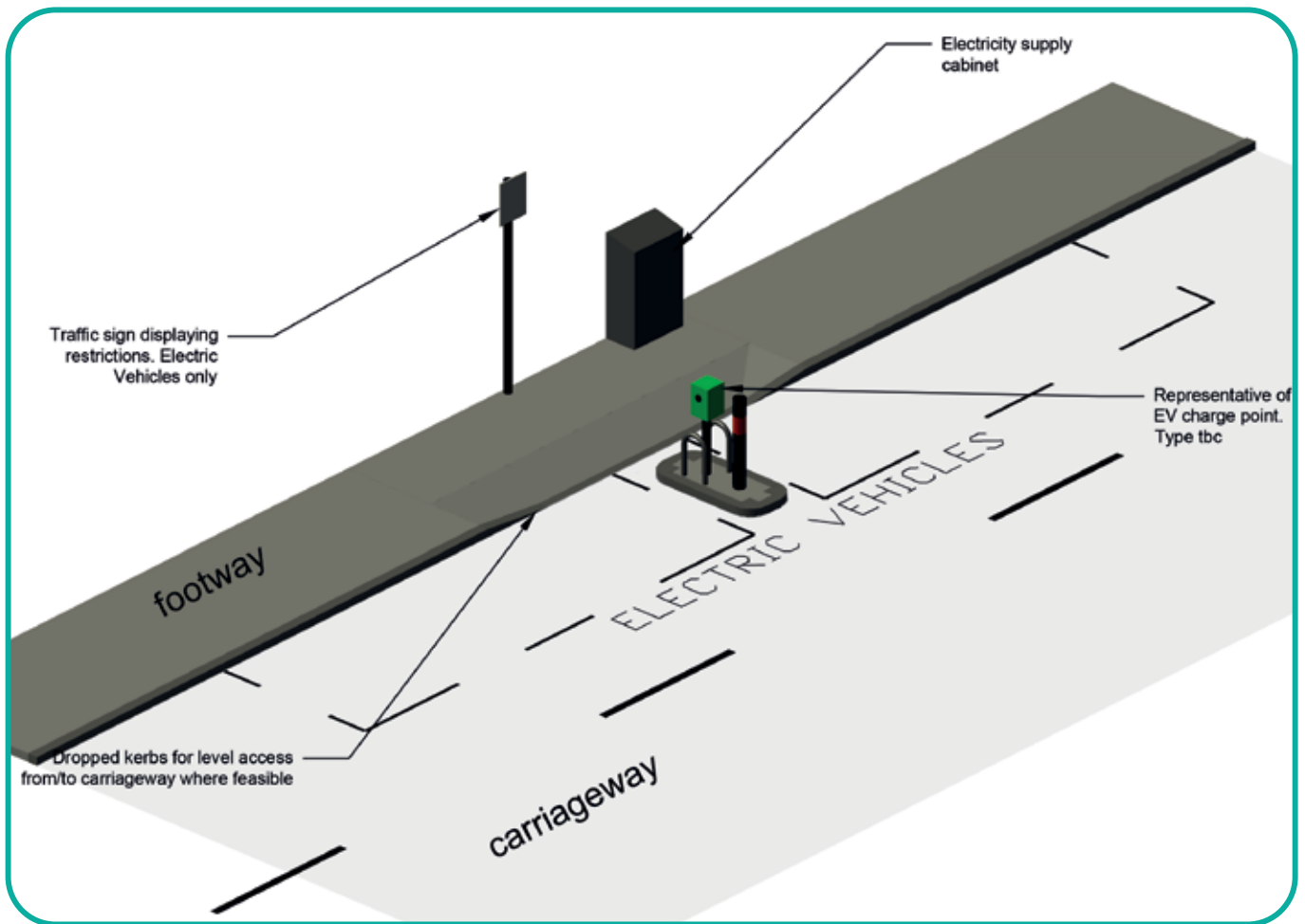
We expect to advertise the electric vehicle parking bays as a formal statutory Traffic Regulation Order early in the new year, which will give the opportunity for people to raise any formal objections.

How we will let you know when the parking bays are ready

We'll advertise the Traffic Regulation Order on our website here: www.sheffield.gov.uk/roads-pavements/traffic-orders.

We'll also put up on-street notices to advertise the Order and write to local residents. In the meantime, if you have any questions about this project please contact info@sheffield-ev-charging.co.uk or freephone **0808 175 6975**.

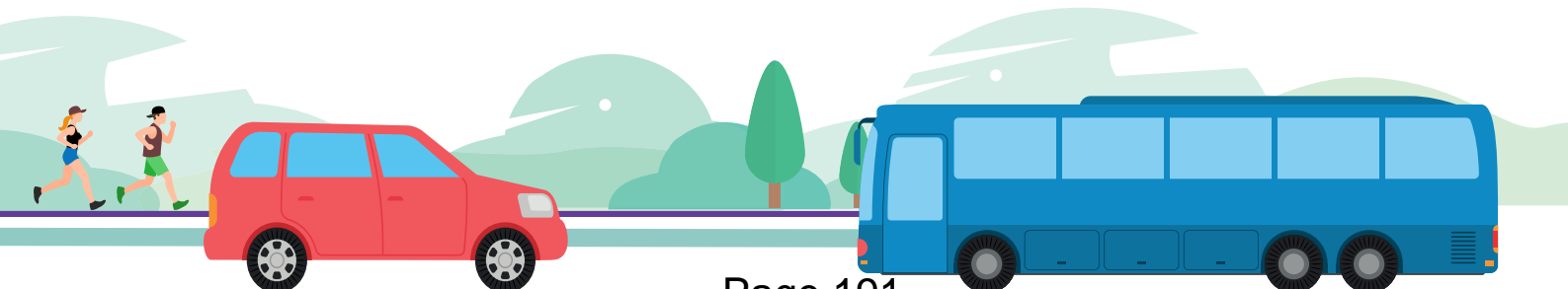


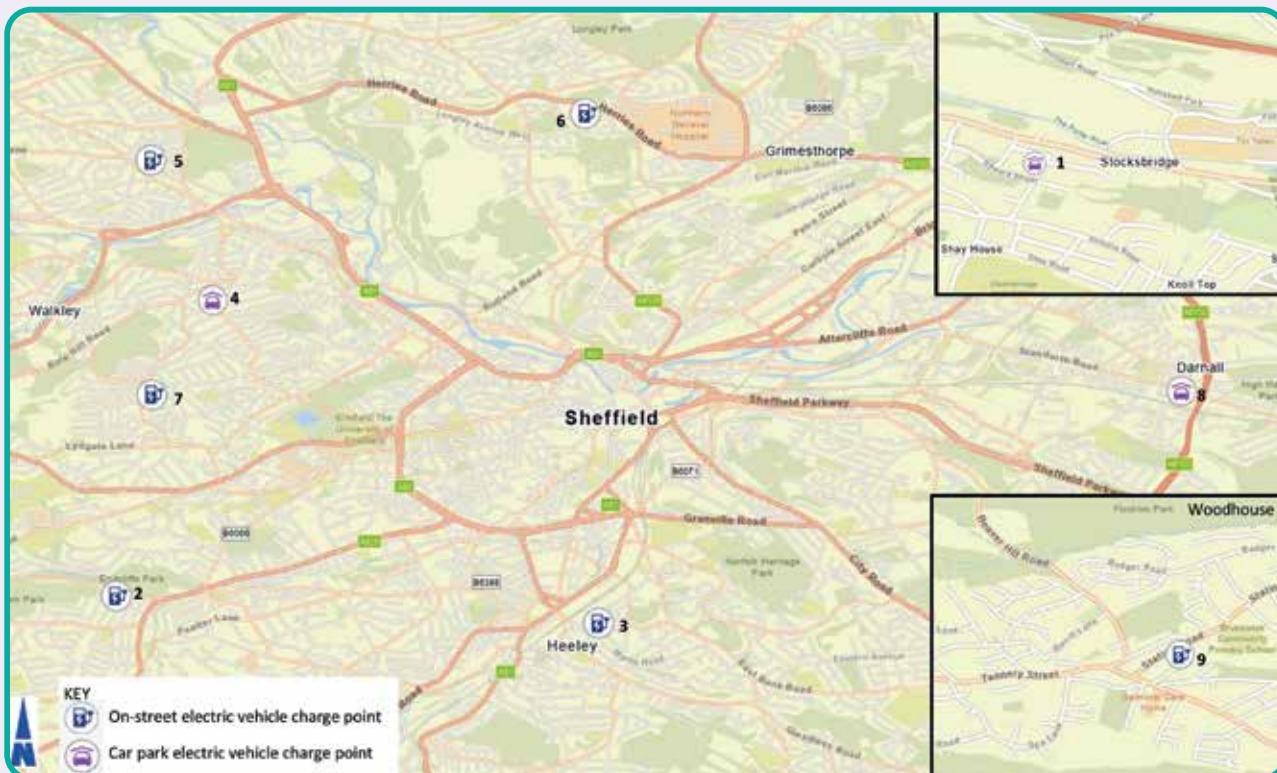


Useful information:

You can find public electric vehicle charging points (including those not installed by the Council) on websites like Zap-Map, a map of charging points for electric cars in the UK. Visit www.zap-map.com.

You can plot suggested locations for future EV charging points on the demand tracker: <https://haveyoursay.sheffield.gov.uk/electric-vehicle-charge-point-demand-tracker>.





Site No.	Street Name	Postcode	Car Park/ On-street	No. of double-headed charge-points (7kW)	No. of Bays/ Sockets
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6	Bishopsholme Road, Fir Vale	S5 7DF	On-street	1	2
7	Flodden Street, Crookes	S10 1HA	On-street	1	2
8	Station Road, Darnall	S9 4JU	Car Park	2	4
9	Balmoral Road, Woodhouse	S13 1QG	On-street	1	2
Total				11	22

This document can be supplied in alternative formats, please contact freephone 0808 175 6975.

Sheffield City Council
Transport
www.sheffield.gov.uk





Head of Service: Tom Finnegan-Smith

Howden House • 1 Union Street • Sheffield • S1 2SH

E-mail: traffic.regs@sheffield.gov.uk

Website: www.sheffield.gov.uk

Officer: Richard Baker

Ref: ORCS/TRO ref TR5511

Date: 18 January 2024

Dear Resident

Traffic Regulation Order – Electric Vehicle Charging Parking Places

In late 2023, we let you know that Sheffield City Council has secured some grant funding to improve electric vehicle charging point availability in residential areas. This is from the national Office for Zero Emission Vehicles.

We received helpful feedback following our initial contact with residents and have developed the proposals for on-street charging further. We're now progressing them to install small number of on-street charging points across the city as a pilot project, learning lessons for future roll-out across Sheffield, and making it easier for people without driveways to own electric cars.

The charging point would be a double-socket bollard, so two electric vehicles can charge at the same time, powered by a feeder pillar nearby linking to the grid. The feeder pillar would be at the back of the pavement, with the charging point at the front on a small island. The island means the charging point isn't an obstacle to people on the pavement. There would also be signs and on-street markings for the two parking bays.

So we can introduce the electric vehicle facilities at the suggested locations, we need to make a Traffic Regulation Order. This will also mean the parking bays associated with the charging points will only be usable by electric vehicles that are being actively charged. As part of this process, we give residents and the public the opportunity to comment on and / or object to our proposals.

Please have a look at the attached plan that highlights the six on-street locations and exact positions of the electric vehicle parking places. There are also three car park locations at (1) Hope Street, Stocksbridge, (2) Freedom Road, Walkley and (3) Station Road, Darnall, where we will reallocate some bays for electric vehicle charging.

If you wish to formally object to what is being proposed in your area then, to comply with the provisions of the Road Traffic Regulation Act 1984, please write or email

using the details below giving the grounds for your objection by **Thursday 8 February 2024**.

Email – please email traffic.regs@sheffield.gov.uk

Write – please write to Traffic Regulations Team, Tom Finnegan-Smith, Howden House, 1 Union Street, Sheffield, S1 2SH using the reference above.

We will also advertise the Traffic Regulation Order in the local press, in on-street notices and on our website here: <https://www.sheffield.gov.uk/roads-pavements/traffic-orders>

We would also like to hear from you if you support the proposals.

We will pass any objections we receive, along with all other comments, to the City Council's Transport, Regeneration and Climate Policy Committee who will make a decision at a Committee meeting on how to proceed.

Please note: If you comment or make an objection, you give your consent for the council to process your personal information. We will only use your information in relation to this scheme and will not share it with anyone without your permission.

If you have any questions about the proposals, other than formal comments, objections, statements of support, please contact info@sheffield-evcharging.co.uk or freephone 0808 175 6975.

Many thanks,



Richard Baker, Senior Engineer, Development and Delivery
Strategic Transport, Sustainability and Infrastructure Service,
City Futures,
Sheffield City Council



	Drawing No. ORCS-TRO.01 DRAWN BY RB 1/12/23 CHECKED NC 7/12/23	Scale 1/500 Date Dec 2023	A3
	SHEFFIELD CITY COUNCIL EV On-street residential charging (ORCs) 2023-24 Electric Vehicle Charging Parking Places TRO Location Plan		
Client SHEFFIELD CITY COUNCIL Scheme EV On-street residential charging (ORCs) 2023-24		Drawing Title Electric Vehicle Charging Parking Places TRO Location Plan	
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 Finnigan-Smith - Head of Service			
<small> 1. This plan is a technical drawing and should be read in conjunction with the project brief and other drawings. 2. The information contained herein is for the use of the client and is not to be used for any other purpose. 3. The information contained herein is the property of the client and is not to be used for any other purpose. 4. The information contained herein is the property of the client and is not to be used for any other purpose. </small>			

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Appendix C – objections and comments to ORCS TRO

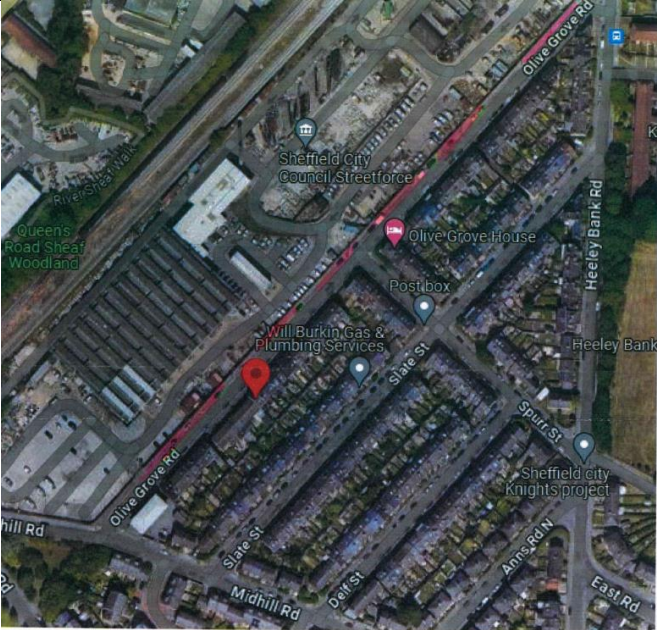
	Louth Road	Slate Street	Upwood Road	Bishopsho lme Road	Flodden Street	Balmoral Road	Hope Street CP	Freedom Road CP	Station Road CP	The Scheme	TOTAL
OBJECTIONS	3	6	8	3	6	2	0	1	0	1	30
SUPPORT	1	1	1	0	2	0	0	1	0		6

Upwood Road		8 objections
1	<p>The proposed Charging Point will be immediately adjacent to the entrance to the unadopted road that services the rears of the houses on this side of Upwood Road. We are regular users of this unadopted road. DELETED runs her business, Hillsborough Curtains, from our home address. We have a workroom/storeroom at the top of our garden. She regularly collects stock from here to deliver to customers. Also, we use our land at the rear of DELETED Upwood Road for off-street parking. At present, we regularly encounter problems with car owners parking across the bottom of this unadopted road denying us access and egress. Our concern is that vehicles waiting to charge will park here and cause us even greater issues.</p> <p>Junction of Wynyard Road and Upwood Road. This is a tight junction, made more difficult with vehicles double parking on both kerbs. A vehicle turning from Wynyard Rd onto Upwood Rd may be faced with vehicles waiting to use the Charging Point. Both kerbs on Upwood Rd are consistently occupied with vehicles that have been parked. The concern is where vehicles waiting for the Charging Point will park. It is very difficult to reverse back around the corner and the Driver would then face the onerous task of having to reverse back down Wynyard Road - again with cars double parked. They are unable to drive up to the top of Wynyard Road as there is no exit at the top.</p> <p>The junction of Wynyard Rd & Upwood Road will become a bottle-neck.</p> <p>Also, in the Press Release that accompanied this announcement, a comment was made that no existing on-street parking would be lost. This is not the case. Upwood Road is consistently used for overflow parking by residents of Wynyard Road. It is already difficult to find on-street parking - this measure will effectively cause the loss of at least 3 car parking spaces.</p>	
2	<p>Regarding the prospect of adding 2 charging points just off Wynyard Road, on Upwood Road, I would like to contest this proposal and strongly object.</p> <p>In an area where parking spaces are already at a minimum, I feel it is very unfair to permanently take away two precious spaces.</p> <p>This area is a very popular one for visitor parking especially when there is a football match at the Hillsborough stadium, or visitors to the park and cafes surrounding, or the weekly races at the park. There are other areas slightly further away from Hillsborough centre which are not used so much by visitors to the area, such as Wisewood and Wadsley, removing 2 parking spaces to be used as electric parking would not have such an impact of the residents of these areas.</p> <p>I would also add that the many delivery vans and lorries to the areas are often stuck on that very corner due to limited turning space, I feel it would be unfair and unsafe to both the delivery vehicles and to charging vehicles to be parked in this position on Upwood Road.</p> <p>I hope you take these very important factors into consideration</p>	
3	<p>I have received a letter saying you propose putting 2 vehicle charging parking places on Upwood Road at the junction with Wynyard Road - I object to this proposal.</p> <p>I live at DELETED Wynyard Road and as it is very rarely I manage to park on my road due to the number of cars in the area. You are proposing to mark out 2 spaces that are going to be empty for probably 99% of the time if rules are followed. As far as I am aware there is only one house with an electric car on the top half of the road (from mine to Upwood) and they seem to manage fine by themselves, I haven't seen any others on this road or Upwood. If there were more electric cars perhaps I could see your point but currently it seems a complete waste of money (whether you have got funding or not) and will just cause more inconvenience to car owners in this area.</p> <p>I understand you have others on the road who have also objected with a reference of Wynyard Road Residents Association.</p>	
4	<p>Hello,as the spokesperson on behalf of Wynyard Road residents association we are objecting to the installation of two electric vehicle charging points on upwood Road. Only 6 properties hold an upwood road address and this entirely unproportional as there are no fully electric vehicles owned on this road and only 1 electric vehicle on Wynyard Road who has a personal charging point,therefore we cannot see any significant point by using up scarce parking spaces for electric vehicles that are not local to this location. Could you please look into the incorrect road signage for Wynyard Road ,as the highways dept admitted it was wrong but didn't have the funds to correct it. Check odanance maps for the one way traffic regulations and let me know what is the legal rights for traffic going the wrong way on a one way road</p>	

Appendix C – objections and comments to ORCS TRO

5	<p>I would like to object to the planned electric car parking spaces on the corner of Wynyard Road and Upwood Road. We currently live on Wynyard road and whilst myself and my partner thoroughly encourage the use of hybrid and electric cars unfortunately parking is at such a premium on our road that potentially losing two car parking spaces will make living on the road more difficult. In the evenings we are very lucky to be able to park on our road which often gives me anxiety not knowing if our car will be safe out of sight on another road. This is made worse on match days when our road is usually full and people tend to park on pavements illegally and I guarantee that cars will be parked over the electric bays whether or not they are electric.</p> <p>Because of this I would like to object to the spaces planned on Upwood road.</p>
6	<p>We write to object to the proposal to install these charging points on Upwood Road, S6 on the corner with Wynyard Road.</p> <p>The grounds of my objection are as follows:</p> <ol style="list-style-type: none"> 1. This is a densely populated residential area with narrow streets, there is not the road capacity for additional cars to travel to the area to charge. On these roads we already bear the brunt of non-resident parking for Sheffield Wednesday matches, the Parkrun and Tramlines as well as other events in Hillsborough Park. This adds to what is already a difficult parking situation. There is insufficient space on the roads as is to accommodate the cars of residents. The proposals for the charging point will mean that around 3 parking spaces will be lost - accounting for double yellow and other parking restrictions immediately before and after the proposed site for the charging point. This will have a knock on effect for residents. While the proposed site on Upwood is not directly in front of a residential property, the space is routinely used by residents of Wynyard, Upwood and Warner for parking. The area is already a congested area with parking, the installation of these charging points and reserved bays will reduce the available space and bring non-residential traffic to the area. As an example, already, it is not unusual to get parked up to 0.5 miles away from home even on a non match day - with 2 children under 7 this is a problem. Removing 3 parking spaces will only increase this congestion. 2. Further, there is very limited numbers of electric vehicles on the surrounding residential streets. As such this scheme is not benefitting residents and is instead encouraging others to visit the area. The only resident on this road who has an electric vehicle already has their own charging point. <p>Finally, I take the view that there are other more suitable locations for a publically accessible charging point in Hillsborough e.g. there are a number of public car parks and new developments where charging points could be installed. Further, there are many other, wider roads with houses with driveways, this means there is less of a demand on on-road parking, where the removal of 2/3 parking spaces would be less detrimental.</p>
7	<p>I am concerned about the 2 proposed electric charging bays on Upwood Road. I live on Warner Road. All the streets are very narrow and every space on every surrounding street is taken by late afternoon. Turning right or left from Wynyard Road onto Upwood is always very tight. Most of Upwood Road is taken up at night by commercial vehicles and large vans. It seems very impractical place to site two charging points..and under a residential window. There are areas on Upwood Road between Lennox Road and Garry Road which have more space , would on blank walls and away from busy tight corners. This extremely busy area is not at all suitable for such an installation.</p>
8	<p>I have only received the information today regarding the planned on street vehicle charging adjacent to my property DELETED Wynyard Road.</p> <p>I would like to formally object based on the reasons below. In addition, please can you share with me a copy of the site survey showing appropriate spacing to my property along with a fire risk assessment which should have been carried out prior to the design of the planned charging stations.</p> <p>I am an electrician and as such understand the latest regulations around installation of vehicle chargers. In the latest guidance which I have attached, it states that due to the increased risk of fire, vehicle charging points should not be within 10m of combustible building walls and not within 7.5m of unprotected openings in non combustible walls of buildings. Looking on the plans shared, it appears the charging stations will be within 7.5m of my property.</p> <p>Charging of electric vehicles carries an increased risk of fire. This data is available from London fire brigade, increased risk of fire is not perceived, it is well documented. I do not want the charging stations located outside my property due to this risk of fire. Looking on the plans, the charging stations have been planned to be located in the worse possible place with regards to distance to buildings. If you look at the area, most properties have at least some frontage, whereas this planned positions is about as close to a building as you could possible get.</p>

Appendix C – objections and comments to ORCS TRO

	 <p data-bbox="229 831 676 869">already parking bay's.</p>	
11	<p>Parking on Slate Street is a problem and at times impossible. Delivery vehicles often have to stop in the middle of the road which creates obvious problems. The charging points will take up parking places, plus the added vehicle's parking on the road whilst waiting to charge will make the situation even worse for residents.</p> <p>We would like to hear your thoughts on the above and would appreciate a reply</p>	
12	<p>My name is DELETED. I am owner and resident of DELETED Slate Street. My property is just in front of the planed from you spot for Electricity Vehicle Charging point.</p> <p>I DO NOT agree with your proposal for doing this because Slate Street is even now very difficult to find space for parking and two spaces less will be nightmare. Also we can propose you do it on the next street Olive Grove Road where there is much more spaces to parking as the houses are just on the one side.</p> <p>Hope you will concider my proporsal</p>	
13	<p>I am objecting to planed electric vehicle charging points on Slate street. It is hard enough to park on the road without taking away approximately 3 parking space .anns rd north as a complete side of the road with no housing or olive Grove rd with housing on one side and parking spaces on the other side</p>	
14	<p>I wish to formally object to the proposal to place EV charging points on Slate Street.</p> <p>I feel this has been poorly thought out when on the next road down Olive Grove Road it would work far better as there is half the amount of residents due to the fact there is only houses on one side so less impact on residents parking, there is already several islands in place, more people pass by due to the works located on it and at the end.</p> <p>However Slate Street is already a congested Street with residents struggling to park due to people who work in the area parking there, so by placing a EV point where no one has a vehicle of the type would just make for more upset.</p>	
	Flodden Street	6 objections
15	<p>I would like to formally object to the proposed Electric Vehicle Charging Places on Flodden Street in Crookes.</p> <p>The Council has not shown enough consideration to alleviate reasonable concerns.</p> <ol style="list-style-type: none"> Have you taken into account the increased noise nuisance to residents? The charging parking places will encourage the coming and going of vehicles, opposed to resident parking which is for longer periods of time. The houses on Flodden Street, unlike most others in the Crookes area, reside directly on the pavement and are not set back in any way. We don't just hear car doors slamming, we feel it in our front rooms and it shakes our front doors. <p>Has this come into consideration?</p> <ol style="list-style-type: none"> Your selected location on Flodden Street was recently the scene of a serious accident, where a car drove into 20 Marston Road (the side of the house is Flodden Street). The car had only just left a parked position and over accelerated, going fully into the side of the house - the kitchen now needs to be fully rebuilt. Again, given the nature of Flodden Street houses residing directly on the pavement, no 	

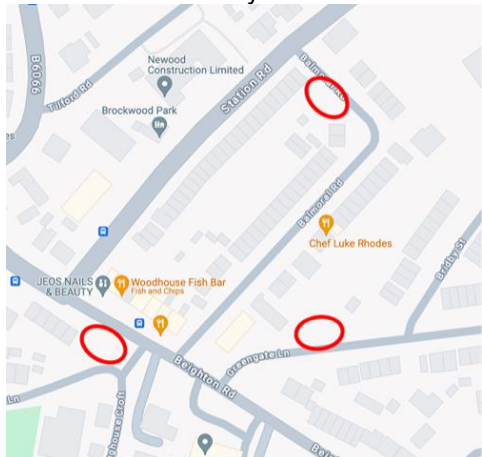
Appendix C – objections and comments to ORCS TRO

	<p>protection at all is available. The charging parking places will only encourage the coming and going of cars.</p> <p>3. Electrical cars are well known to be a greater fire risk. They are also 20% heavier than regular cars and are causing damage to infrastructure and roads. You are encouraging greater use of these vehicles in a very busy area, and suggest placing charging points directly next to houses.</p> <p>4. Why has there not been the suggestion of locations such as: Outside Crookes Social Club on Suthard Cross Road, where there is a long stretch of road with houses only on one side that do not face the road at all. Outside St Vincents Church Sheffield on Pickmere Road. Also, where homes are only on one side and are set back. Locations such as these would still be in central Crookes - if that is the Council's aim, whilst being far less intrusive to residents. Or, by utilising parking bays already available on Crookes main road nearer the Noah's Ark pub (this would cause no intrusion to residents at all)</p> <p>5. Do the charging points themselves emit any sound? As a final point, it is somewhat counter intuitive for the council to be encouraging the use of cars at all, rather than improving the reliability and affordability of public transport. If you spend any time on Crookes high street, or the immediate streets such as Flodden Street, you will see appalling driving, parking and endless near misses from people using the shops; not to mention increased difficulty for residents to park their own cars.</p> <p>Beckoning more cars through charging places will only add to our problems. I hope you consider the understandable objections to the scheme. The suggestion of Flodden Street does not give any confidence that enough thought has been given.</p>
16	<p>I object the 2 ev parking bays on Crookes, Flodden street.the parking it's all ready big problem,we need parking permits no ev parking bays , people will park the electric vehicle the over night and will never plug in to charge.you council made a right mess whit the flower pots in middle of road.next time i not vote for you.</p>
17	<p>I am writing to impress upon you my strong and staunch opposition to the newly proposed TRO for the introduction of electric vehicle charging places on Flodden Street.</p> <p>I am the current occupant of DELETED Pickmere Road and have been since July 2020 along with my partner, I'm sure you can appreciate, my address is extremely close to Flodden street and parking for residents of both Flodden Street and Pickmere Road very much involves utilising both streets.</p> <p>The grounds for my objection are that I believe the introduction of electric vehicle charging places will only have a negative impact on the residents of Flodden Street and Pickmere Road, these are outlined as follows:</p> <ul style="list-style-type: none"> • Parking is already at a premium in this area, whether that is due to student households parking multiple vehicles per household, or visitors to the high street utilising Pickmere Road / Flodden street where there are no parking restrictions as opposed to Crookes itself. I have previously written to Sheffield city council to request the introduction of a residents only parking permit zone. • I myself am a Response police officer with the South Yorkshire Police and my partner is a student midwife. With us being emergency services and frontline workers, we both work shifts which periodically include nights / late afternoons. I am regularly unable to park anywhere near my own home due to the amount of vehicles parked on Pickmere Road, Flodden Street, Newent Lane and numerous other surrounding roads. This is both not ideal in the middle of the night, for myself as potentially identifiable as a police officer or my partner having to walk some distance alone at night. The introduction of electric vehicle charges points would only exacerbate this issue. • A further concern relating to night shifts and the necessity to sleep during the day then brings a concern regarding the installation of these points which can only be envisaged as a relatively invasive process requiring tarmac/pavement etc to be dug up. This would undoubtedly require the use of heavy plant machinery during the day. I am very conscious that as well as myself and my partner, a large number of my neighbours are also Doctors, Nurses, all manner of emergency workers who sleep throughout the day and would be incredibly disturbed by this. I would not want to be seen by a Doctor who hadn't had any sleep due to these works. • I also regularly observe the vehicles which are parked consistently on Flodden Street and Pickmere Road, both as a resident and a Police Officer. I am confident that no more than one resident of these roads has an electric vehicle. This furthers my objection that this installation would only go to serve those visiting the area in vehicles (rather than walking/cycling/public transport) than those residents who actually live here and need to park on the street daily. • Finally, re the recent experimental TROs which were put in place utilising bollards and planters around the Crookes active neighbourhood, I was under the impression these were designed to

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	<p>promote public transport and walking as a way for people to get to Crookes. The introduction of electric vehicle chargers would only encourage people to drive. On the face of it, electric vehicles are seen as “green” and “sustainability” on a daily basis though the environmental cost of obtaining the materials to create them is far far worse than the cost of a petrol/diesel vehicle over its lifetime. Where a ICE vehicle can easily have a lifetime of 20 years plus, the battery degradation of EVs means they are far more likely to be scrapped or swapped for newer models.</p> <p>In short, this is not a middle class area where residents can afford to purchase electric vehicles. This area is working class, made up of police officers, Doctors, Nurses, other emergency service workers, teachers, students and more. The residents of this area consistently struggle to park their vehicles after exhausting days service the public of Sheffield and the introduction of electric vehicle charging spaces only goes further to make the effort that these residents give on a daily basis feel unappreciated. Please take my opposition seriously and consider it an amalgamation of numerous conversations I have had over the past nearly 4 years with residents of this area. I would be extremely grateful of a response to acknowledge receipt of my objection and would be happy to be included in any further questions.</p>
18	<p>I am emailing to object to the proposal for the installation of charging points for EVs on Flodden street in Crookes Sheffield.</p> <p>This is a densely populated area and parking is becoming incredibly difficult and worst during university term time, presumably due to multiple occupation student housing in the area with multiple cars. We have a 2 year old and I'm struggling to park anywhere near my house already. Sometimes having to park several streets away and this has been worsened by the extension of double yellow lines that have lost around 6 car spaces at the end of pickmere road.</p> <p>What you are proposing is effectively giving private car spaces to the very few people that can afford EVs. This seems very unfair given the circumstances.</p> <p>We rarely see any EVs in the immediate area meaning that this would attract EV owners that are not residents creating even more congestion.</p> <p>Even more frustrating would be seeing the spaces empty and reserved when there is often no where else to park.</p> <p>Please do not prioritise the convenience of the few over the welfare of the many</p>
19	<p>I am a resident and home owner at DELETED Marston Road, S10 1HG. I am emailing you to voice my objection to the proposed electric car charging points on the corner of Flodden Street and Marston Road.</p> <p>Parking in this area has always been challenging. The terraced houses here around 4 meters wide and are packed in. In addition to this Crookes high street has been rising in popularity over the past few years, and a downside of that is that there are many more people parking their cars on the surrounding streets to go for a meal or shopping. It is very common to drive around the area at the end of the day struggling to find a space, and having to park far away from my house.</p> <p>Further to this, I am not aware of any residents who own an electric car, would look to buy an electric car, or who could simply afford one. I am concerned that the proposed electric car charging points will just exacerbate our current parking problem by permanently taking away 3 parking spaces.</p> <p>Personally I would be in favour of residents permits on our road, much like many other popular areas of Sheffield, for example Sharrowvale Road.</p>
20	<p>I write to formally object to the proposed electrical charging station proposed for Flodden Street. My objection is due to the complete unsuitability of this street for the reasons below:</p> <ol style="list-style-type: none"> 1. Flodden Street is a very short street and as such suffers from overcrowded parking already. Having two spaces for the sole use of electric vehicles will exacerbate this problem. 2. The houses on Flodden Street do not benefit from any front gardens/yards or even entrance spaces. All houses are directly faced onto the street and this means that any added structures will be close to properties. 3. The problem of parking has recently caused a serious accident where a car actually entered a house wall (on the site where the proposed charging would be placed). Encouraging more traffic to this area is unwise at best and dangerous at worst. Cars already park on the corners of roads with dangerous overhang of vehicles onto adjoining streets. 4. Noise problems - the fans and compressors inside the chargers can generate noise pollution which can be an annoyance to residents. The residents of Flodden Street chose a quiet back road for a reason. Due to all these very obvious problems, there are surely more suitable sites (either where private homes have more front space, wider roads or in front of commercial properties.) <p>I hope that you take mine and my neighbours views seriously and find a more suitable location. I look forward to hearing from you</p>
	<p>Balmoral Road 2 objections</p>

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21	<p>I am writing to express my firm objection to the proposed Traffic Regulation Order, specifically in reference to the introduction of an Electric Vehicle Charging Bay on Balmoral Road.</p> <p>Being a resident of this part of Balmoral Road, I am keenly aware of the escalating challenges associated with parking in this area. The implementation of an Electric Vehicle Charging Bay, in my opinion, would exacerbate the existing strain on residents and visitors seeking adequate parking spaces. Therefore, I strongly object to the introduction of this particular bay.</p> <p>The parking situation in the area is already precarious due to the high concentration of terraced housing and the growing number of vehicles on the roads. The presence of multiple occupancy houses and flats further compounds the issue, resulting in consistently congested streets. Daily, I find it challenging to secure a parking spot near my home, and at times, there is simply no available parking in the vicinity. It is disconcerting that two permit charging bays are proposed on a road where parking is already a significant challenge. Where do you propose residents park their cars? Shifting the problem to another street a mile away would only inconvenience residents in that area. This approach does not address the root issue but merely relocates it.</p> <p>Additionally, the number of electric vehicle-owning residents in the area is minimal, and the proposed bays appear disproportionate to the actual demand. I urge you to reconsider the scheme, as I fear that further reduction in parking availability will prompt residents, including myself, to consider moving away from the area.</p> <p>If the introduction of these bays is deemed absolutely necessary, I strongly recommend engaging with residents in a more meaningful manner. Consultation with the community can provide valuable insights and help tailor solutions that better align with the needs of the residents. Moreover, if external pressures from electric companies are driving this initiative, I suggest exploring alternative locations within the vicinity where parking issues are less prevalent.</p> <p>Forcing these spaces onto our road, against the wishes of the residents, would undoubtedly create significant distress and dissatisfaction. I implore you to reconsider the proposed Electric Vehicle Charging Bay on Balmoral Road and seek a solution that genuinely addresses the concerns and needs of the community.</p> <p>I have highlighted 3 better places to insert these bays, where people don't tend to park. There are plenty of off-road solutions you seem to have discounted.</p> 
22	<p>I am emailing to express my objection to the proposed Traffic Regulation Order for Balmoral Road S13. The reasons for my objection are as follows:</p> <ol style="list-style-type: none"> 1. Current parking availability on this road does not meet requirement. Simply put, there isn't enough space for the number of cars owned by residents. 2. Subsequently, the parking issues in this area is further stretched as the spaces proposed to be used are regularly used by residents of other streets, adding to the existing parking pressures faced locally. 3. The inconvenience of losing these spaces to EV charging points would not benefit the immediate residents. Having conducted a visual search of all the vehicles parked on Balmoral Road regularly, there are no electric vehicles owned by residents. 4. The area identified is also an area that is subject to dangerous/inconsiderate parking due to the local primary school. By installing the charging points in this location it would be adding further issues to an already contentious area. 5. Woodhouse has been subject to a rising amount of anti-social behaviour. I don't doubt that the points will be damaged quickly by those participating in anti-social behaviour thus resulting in parking spaces that nobody could park in as the chargers would not be working and as such anybody would be in breach of the Traffic Regulation Order. 6. There is a public car park no further than 4 mins drive away where these would be far better suited and would result in less inconvenience for local residents and would not invite antisocial behaviour to a

Appendix C – objections and comments to ORCS TRO

	<p>street where people have to live. By installing them in the car park, it would encourage people to use the local amenities too, benefitting the area more.</p> <p>In conclusion, I feel very strongly that this is the wrong location and would greatly inconvenience local residents who live on Balmoral Road as it would significantly reduce available parking for people who live on this street. As someone who has mobility issues and already struggles to find a parking space daily, by enforcing a Traffic Regulation Order here, it would exacerbate the situation greatly.</p>		
	<table border="1"> <tr> <td style="background-color: #00AEEF; color: white;">Bishopsholme Road</td> <td style="background-color: #00AEEF; color: white;">3 objections</td> </tr> </table>	Bishopsholme Road	3 objections
Bishopsholme Road	3 objections		
23	<p>VIA COUNTER CONXTEXT FREEPHONE NUMBER—NOT IN WRITING. We received a call to the information line wishing to object to the ORCs EVs TRO. The caller was DELETED from Bishopsholme Road. His objection was against the charger proposed for Bishopsholme Road. He said the loss of parking so close to a hospital was not appropriate and that there was a cul-de-sac nearby that could be better to use. He doesn't have access to the internet, however his contact number is DELETED. His objection sounded to be similar to the email enquiries we received before the TRO – concern over the loss of parking spaces for non-EV cars.</p>		
24	<p>VIA COUNTER CONXTEXT FREEPHONE NUMBER—NOT IN WRITING. They fed back that they agree with the scheme in principle but shared concern that Bishopsholme Rd is too narrow to introduce an allocated EV charging space as it is used for hospital parking already. They suggested that a carpark nearby could be used instead for a charging spot.</p>		
25	<p>VIA COUNTER CONXTEXT FREEPHONE NUMBER—NOT IN WRITING. A lady who didn't leave her name who called from Bishopsholme Road, point about the hospital being nearby and therefore the road was not suitable for the loss of parking She said she was disabled and struggles to park as it is, leaving a strong objection.</p>		
	<table border="1"> <tr> <td style="background-color: #FFFF00;">Louth Road</td> <td style="background-color: #FFFF00;">3 objections</td> </tr> </table>	Louth Road	3 objections
Louth Road	3 objections		
26	<p>I am writing to object to the electric parking spaces being placed on Louth Rd. I have lived on Stainton Rd for the last 8 years with my wife and 3 children and we have one car in our household. I cycle to work every day, my wife walks to work and my children all walk to school. We try not to use the car when it's not needed but still use it most days to get the kids to extra curricula activities. My objection is on the assumption that this will further reduce the amount of parking for non electric cars. There are already too many cars in the area and all residents have experienced coming home at night and having to drive round and round the streets to find a place to park. I can't see how this could be effective in encouraging people to switch to electric cars as the chances of being able to use one of these spaces is going to be very slim. I think this will become a glorified reserved parking space for the few people that can afford an electric vehicle while doing nothing to address the issue of their being too many cars in the area. I am a big supporter of green policy's normally but would prefer to see money going into public transport and cycle routes. Unless it's viable for people to not own a car then they will carry on using them for the majority of their journeys.</p>		
27	<p>I wish to formally object to the two EV charging parking places that are to be installed on Louth Road, close to my home.</p> <p>I have lived on Louth Road for over 13 years. Parking spaces on the lower part of Louth Road are at a premium: the road is always full, parking-wise, especially after 5pm, meaning that residents are often required to park on adjacent streets, or sometimes up to a five minute walk away. This is only exacerbated when there are events on in Endcliffe Park, especially concerts or performances that run into the evening.</p> <p>The EV charging points will therefore make parking even more difficult by taking up at least two places (and possibly more, as the charge point will be on the road and the bays will no doubt be longer than a standard car) and thereby causing further issues to residents and creating more stress about whether we'll be able to park anywhere near our homes.</p> <p>Additional frustration will be created as the EV parking places will no doubt be empty most of the time: I have never seen any car being charged in this area (lower Louth Road or any part of Stainton Road) at any time. All of the cars belonging to my neighbours have petrol engines, and it seems unfair that our daily lives will be affected to accommodate drivers of EV cars who live elsewhere.</p> <p>Furthermore, the charge point, supply cabinet and parking restriction sign are unattractive pieces of street furniture that will affect the feeling of the street.</p>		

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	<p>I am committed to green developments and support plans to tackle the climate crisis, but placing an EV charging point with parking restrictions on Louth Road is not going to aid Sheffield City Council in tackling these issues, as the charging points will not be well used and public feeling towards the initiative will be negative. It would be far better to install charging points at supermarkets, other shopping centres or outlets, and in town or other local centres. Additionally, doing more to make community composting (including of cooked food waste) would be much more effective in moving towards a greener city.</p>	
28	<p>I am writing to formally object to the proposed installation of EV charging parking spaces on Louth Road, S11.</p> <p>Although I am all for electric cars and initiatives that make owning one more accessible, I do not believe that this is the right location for EV parking spaces. There are simply not enough parking spaces for the number of cars in this area already, so reducing the number of spaces available to all (even by a small amount) will have a significant impact on residents.</p> <p>Over the past week, whilst the proposed section of road has been cordoned off, I have struggled to find a parking space within reasonable walking distance to my house when arriving home from work at around 6 pm. I have noticed today that some residents have actually had to move the cones being used to cordon off the area in order to park.</p> <p>Considering that very few residents in this area currently own electric vehicles, I worry that in essence you will simply be creating reserved parking spaces for the few who do.</p> <p>I am quite disappointed to have only received the letter notifying residents of the plans two days prior to the objection deadline, as I would be happy to give suggestions of other locations within the lower Greystones area that may be more suitable.</p> <p>I would like more information about the installation of the EV spaces and the guidelines for using the charging points - how long a car is permitted to park there for/whether an EV vehicle can park there when not using the charging points etc.</p> <p>I look forward to hearing from you.</p>	
	Freedom Road Car Park	1 objection
29	<p>I am getting in touch regarding the proposal for 2 EV charging points in Freedom road car park. We live next door to this car park in DELETED Freedom Road. Whilst we are really supportive of the Council taking steps to help people use EVs (particularly people who have on-street parking), we have strong concerns about 2 charging points being added to this car park. There is already a huge demand for this car park given its proximity to South Road cafes and Asda. Locals often have to compete and sometimes park far down the road where it's a lot quieter or on neighbouring streets. We don't think an added pressure would help locals' ability to park (there is not one EV that is frequently parked on Freedom Road) or allow people to travel to support local business of South Road (which is already a real issue). We therefore suggest that the Council considers other less busy car parks in the area, e.g. the car park attached to the recycling at the bottom of Freedom Road or halfway down Hoole street. There are rarely any vehicles parked in these places even at 'busy' times. There is also ample on-street parking, which is absolutely not the case at the top of Freedom Road.</p> <p>If the council does proceed with this work I have several points that we would like to raise as neighbours of this car park.</p> <p>Firstly, something should be done about the parking availability for local residents, whether this is a permitting scheme or improved access to on street parking along south road to handle the people visiting the cafes or Asda.</p> <p>Secondly, the car park is in a poor state and we have tried to engage with the council about this over the course of the last year but have not had much luck. Several improvements are required and should take place alongside the EV spaces if this does go ahead, given the even higher traffic and interest the car park will get. The key issues are:</p> <ol style="list-style-type: none"> 1. The oak tree neighbouring our house knocks against our roof and requires trimming. We have been passed around a number of teams to try to resolve this to prevent further damage to our house. 2. There is deep mud and poor drainage due to the debris from the trees not being removed which has caused cars to slide (and we are concerned that given the lack of wall that cars could go into the side of our house). 3. There are no parking lines in the car park which means people use the space inefficiently and block others in. 4. There is no CCTV which has allowed significant flytipping and vandalism to take place. Given the increased interest from EV charging points this will likely become more important. 	
	THE SCHEME	
30	<p>After reading through the proposal, I would like to strongly object. I am both objecting the scheme itself and the terribly selected locations. Placing 'public' charging in residential areas with limited resident parking is not very helpful, if those residents do happen to own a PHEV or EV then they should</p>	

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endeavour to charge it from their home or work place. The locations set forward have also clearly been selected by throwing a dart at a map of Sheffield.
It seems the money set aside for this scheme could be used to better effect, either in a different scheme or a more thoroughly thought-out version of this scheme.

COMMENTS IN SUPPORT

I am writing in support of the proposal for on street charging.

I live on Warner Rd and am in the process of upgrading my vehicle to electric so the installation of charging on Upwood Road would be most welcomed.

Today I received information in the post about the proposed charging points (I am writing further to my email below). This was very helpful: thank you for that, and for the opportunity for local residents to comment. I want to say that I am broadly in support of the proposals but I would request that you monitor how much they are used and how the local on street parking is. There is risk of local dissatisfaction if the spaces are little used and there are at the same time no spaces for people to park in the area.
Thanks again. I wish I could afford to now buy an electric car!

Hi Transport Planning,

I am contacting you about a matter I have been in touch about before, namely the proposal to install EV charging points on residential streets, including my own. A statutory notice has now gone up on my street, and it says that the details can be seen on your website -

<https://www.sheffield.gov.uk/home/roads-pavements/traffic-orders>

However as far as I can see the scheme is not on there. There is another notice about off road EV parking, but not about this on road scheme.

If I have missed it please send me the full web address to find it. If you have failed to put it on your website you will need to put it up and re start the statutory comments timetable, including re posting the notices with a corrected end date.

Thank you for letting us know about the proposed EV charging points, which we very much support. Can you tell us which car park on Freedom Road is the proposed site?

I am writing to express my support for this scheme which is long overdue and will make owning an electric car a more realistic possibility in the area.

My main worry however is over enforcement of the no parking zone around the area. I hope this is well enforced so that they are available when needed.

Hello, last year there were reports of an EV charging point on Flodden Street in Crookes. I'm just wondering if you have a date when this is expected to come on line? I am currently having to charge my vehicle in Broomhill and walk the hill so am excited to see a new charging point in Crookes.

Do you have any updates on the EV charging point on Flodden Street? Are there any other charging points to be made available in Crookes? If there are steps to take to encourage more points let me know as we'd love one this side of Crookes.

PART A - Initial Impact Assessment

Proposal Name: Electric Vehicle Public Charging Infrastructure Development

EIA ID: 2120

EIA Author: Jenny Wood (Place)

Proposal Outline: This EIA brings together various proposals that contribute to overall public electric vehicle charging infrastructure development and covers: 1. Electric Vehicle (EV) charging points investment and locations 2. Sourcing of providers and pricing tariff considerations 3. Resourcing for planning and delivery 4. Acceptance and use of funding grants The aim is to create a single view of the equality implications of this major programme.

Proposal Type: Non-Budget

Year Of Proposal: 21/22, 22/23, 23/24, 24/25

Lead Director for proposal: Tom Finnegan-Smith

Service Area: Strategic Transport, Sustainability and Infrastructure

EIA Start Date: 5/24/2023

Lead Equality Objective: Leading the city in celebrating and promoting inclusion

Equality Lead Officer: Ed Sexton

Portfolio

Primary Portfolio:

City Futures

EIA is cross portfolio:

Yes

Operational Services

EIA is joint with another organisation:

Overview of Impact

Overview Summary:

The development of a public electric vehicle charging infrastructure network contributes towards addressing health inequalities and other causes and identifiers of inequality in Sheffield. The EIA notes likely impacts in relation to: • Disability • Health • Age • Race (specifically provision of information in languages other than English, based on 2021 Census data), and • Poverty & Financial Inclusion (an aim to ensure that

- residents have access to market competitive tariffs)

Impacted characteristics:

- Health
- Poverty & Financial Inclusion
- Disability
- Age
- Race

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

Yes

Engagement took place in relation to pilot on street residential charging infrastructure roll out (ORCs project) with the Accessibility Liaison Group (ALG) in October 2023 to invite feedback and suggestions regarding the proposed locations, the design of the islands (build-outs) for the chargepoints and the type of chargepoints that could be installed. A follow-up meeting with electric vehicle users within the ALG is planned to take place in the near future to gain more insight into potential accessibility issues in relation to chargepoints and their design. Information was provided and communication undertaken with the public and local representatives throughout the development of the pilot (process to be reviewed in future projects), prior to formal consultation via associated Traffic Regulation Orders. Letters were sent to over 700 addresses to provide a broad awareness of the proposal. This was a wider consultation than would normally support a TRO for parking restrictions. Key concerns that came back included those in relation to the availability of general on street parking, lack of EV ownership in the area / demand, alternative locations, nuisance to immediate properties, perceived risk (fire, anti social behaviour), encouraging car use, expected non compliance / lack of enforcement, not being able to access (due to other users), and creating 'private' spaces for the few who can afford EVs / affordability. A number of responses were also returned in support including from someone who felt that it would make owning an EV a more realistic prospect in the area and someone who would no longer have to walk as far (Up hill). As a pilot project monitoring of the (ORCs) roll out will be undertaken. Increasing the number of public charging points for electric cars was a popular 'other' suggestion during the consultation carried out in relation to the Clean Air Zone, where in addition to the high cost of electric vehicles, the lack of electric vehicle charging points was highlighted as a key barrier to investing in cleaner vehicles. The Council must consider the engagement of key stakeholders, residents and members of the public where appropriate, and this will be addressed during the planning and delivery of those processes which for example alter the use of the public highway, in addition to any statutory requirement to do so relevant to the specific process concerned. A proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders. The Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University also

carried out a piece work for Sheffield Council in 2021 examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham. Amongst other outcomes this found: • Of the 39.8% of respondents willing to walk to a charging point (65.4% had access to a driveway or off street parking), 27.4% would walk 5 minutes or less (this fell to 13.1% for 10 minutes or less) • 42.7% disagreed or strongly disagreed that there were enough charging points in the city (45.8% didn't know) An Electric Vehicle (EV) Public Charger Demand Tracker is now also available and will help inform future planning and development to best support all users and give residents, businesses and visitors greater confidence in using electric vehicles.
<https://haveyoursay.sheffield.gov.uk/electric-vehicle-charge-point-demand-tracker>

Impact areas:

Year on Year

Initial Sign-Off

Full impact assessment required:

Yes

Review Date:

6/30/2024

PART B - Full Impact Assessment

Health

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC

has recently introduced a 'category C' Clean Air Zone, which the switch to electric vehicles will support. Note: An EIA REF: 803 was undertaken for the Clean Air Plan Final Full Business Case as well as health impact assessment / screening.

Name of Lead Health Officer:

Comprehensive Assessment Being Completed: No

Public Health Lead signed off health impact(s):

Age

Staff Impacted: No

Customers Impacted: Yes

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

Disability

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: The programme should seek to comply with PAS 1899:2022 a new specification on accessible public chargepoints for electric powered vehicles. It covers the design and placement of chargepoints, including the location spacing and surrounding environment, as well as the information, signals and indicators to be provided. The provision and management of accessible spaces will need factoring into the development of proposals. The potential for more individual solutions for disabled residents will also continue to be investigated. Where facilities for local charging hubs

are provided on highway, build outs off the footway in order to minimise impact on other users will be considered. Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines should be maintained. Engagement took place with the Accessibility Liaison Group (ALG) in October 2023 to invite feedback and suggestions regarding the design of islands (build-outs) for chargepoints and the type of chargepoints that could be installed for pilot on street residential charging scheme. A follow-up meeting with electric vehicle users within the ALG is planned to take place in the near future to gain more insight into potential accessibility issues in relation to chargepoints and their design.

Poverty & Financial Inclusion

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: Charging an electric vehicle at public electric vehicle charging facilities is usually more expensive than for those who can charge from home / private premises. This is linked to the costs associated with installing, maintaining, and operating the facilities as well as differences in VAT. Tariffs vary depending on the charge point operator, type of charging and energy price fluctuations amongst other things. The Council should look to ensure that residents (businesses and visitors) have access to market competitive tariffs so that those without access to off street parking (or needing to top up) have the option of electric car ownership supported by a commercially sustainable network. In addition, innovative on street home charging solutions will continue to be investigated and may be used in addition where feasible. The four key barriers to uptake of electric vehicles in the UK are now understood to be: upfront price; charging infrastructure; range anxiety; and lack of vehicle choice . Tariff pricing and any related parking exemptions should take into account the need to ensure sustainable operation and support the expansion of charging infrastructure (essential to those who may not be able to afford accommodation with off street parking that could support charging from home) whilst not disproportionately placing parking income requirements on those who may not yet be able to

afford an electric vehicle.

Race

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

There are 11,163 households in Sheffield where no household members have English as their main language (4.8%) . Information should be provided in multiple languages where feasible with consideration given to the main languages spoken in Sheffield from the 2021 Census. Soft Market Testing indicated that although many providers offer alternative languages in various ways, few of these are likely to be the top main languages spoken in Sheffield other than English.

Action Plan & Supporting Evidence

Outline of action plan:

Actions include:

- Developments should comply with PAS 1899:2022 wherever feasible (soft market testing indicated this is most likely to be challenging where site constraints restrict design)
- Proposals for the provision and management of disabled and / or accessible electric vehicle charging spaces should be developed
- In parallel continue to investigate the potential for more individual solutions for disabled residents and work with disability interest groups
- Provision of information in alternative languages should be considered as part of implementation
- Tariffs should take into account the considerations described above and also be benchmarked to ensure residents have access to market competitive tariffs. This should be considered as part of all future procurements
- Continue to investigate the potential for on-street home charging solutions Development implemented through this procurement should update sections of this EIA as appropriate, and this should then be included as part of their approvals process.

Action plan evidence:

Disabled People Community.pdf (sheffield.gov.uk) Are there any electric vehicles on the Motability Scheme? | Motability Scheme Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk) Plug-in grant for cars to end as focus moves to improving electric

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date: 6/30/2024

Climate Change Impact Assessment Summary

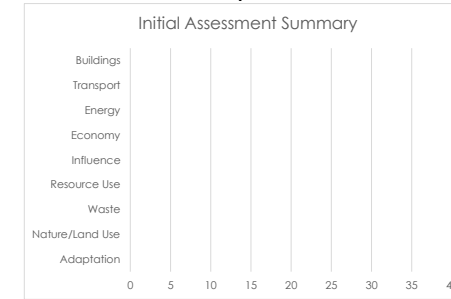
Project/Proposal Name	On-street Residential Chargepoint Scheme (ORCS)	Portfolio	City Futures
Committee	Transport, Regeneration and Climate	Lead Member	
Strategic Priority	Clean Economic Growth	Lead Officer	Kate Martin
Date CIA Completed		CIA Author	Bernd Hoermann
		Sign Off/Date	

Project Description and CIA Assessment Summary	<ul style="list-style-type: none"> Funding is available through the On-street Residential Chargepoint Scheme (ORCS) grant from the Office for Zero Emission Vehicles (OZEV/DfT) for the installation of EV chargepoint infrastructure in residential areas lacking off-street parking. Match funding is available through the LTP. The project aims to expand our electric vehicle charger network to help bring forward the switch to electric vehicles in Sheffield. The project aims to improve the provision of on-street residential chargepoint infrastructure in areas lacking off-street parking. The project aims to facilitate the switch to Ultra Low Emission / electric vehicles, supporting the economy (businesses and visitors) as well as a more inclusive transition for those that do not have access to off-street parking. The full Climate Impact Assessment has determined that overall there should be a reduction in emissions. While there will be short term negative impacts in terms of installation and construction, the project will achieve emissions reductions through decarbonisation of transport and consideration in the tender of use of renewable energy and materials used in servicing and maintenance. The project will also provide economic benefits in terms of access to electric charging for residents. The visible roll out of the network also provides great opportunities for awareness raising around low carbon travel. Mitigation measures will be achieved by including in the tender process
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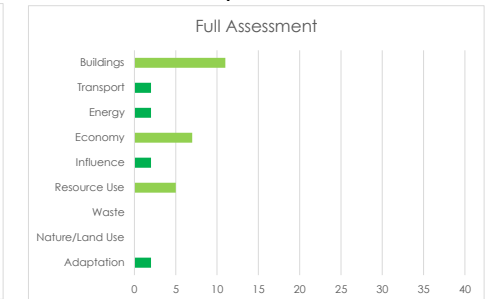
Rapid Assessment	Does the project or proposal have an impact in the following areas? Select all those that apply. Only complete the sections you have selected here in the assessment.		
Buildings and Infrastructure	Yes	Influence	Yes
Transport	Yes	Resource Use	Yes
Energy	Yes	Waste	No
Economy	Yes	Nature/Land Use	No
		Adaptation	Yes

[Chesterfield Borough Council Climate Impact Assessment Tool provided inspiration for this tool.](#)

Initial Assessment Summary



Full Assessment Summary

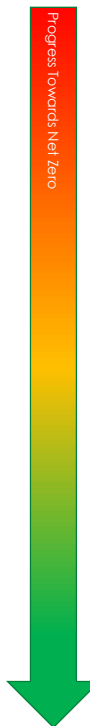


>=27	The project will increase the amount of CO2e released compared to before.
21-26	The project will maintain similar levels of CO2e emissions compared to before.
12-20	The project will achieve a moderate decrease in CO2e emissions compared to before.
3-11	The project will achieve a significant decrease in CO2e emissions compared to before.
0-2	The project can be considered to achieve net zero CO2e emissions.

Full Assessment

Category	Impact	Description of Project Impact	Mitigation Measures	Mitigated Score	Procurement Action Required?	Proposed KPI/Measure
Buildings and Infrastructure	Construction	The project will result in the installation of public electric vehicle chargepoints for residents in the City. Associated with future construction will be embodied carbon. Few studies have looked at the difference between technologies / approaches.	Within the procurement process, consideration will be given to including quality questions on the principles of sustainable design and construction, including how carbon reductions within chargepoint lifecycles will be maximised (design, manufacture, transport installation, operation and decommissioning) and due regard to the sourcing of energy supply (low carbon preference)	9	Yes	To include carbon reporting if possible
	Use	The project will result in the installation of public electric vehicle chargepoints for residents in the City with associated energy supply / use.	Due regard should be taken to the sourcing of the energy supply during procurement with preference for low carbon	2	Yes	Energy use
	Land use in development	N/a				
Transport	Demand Reduction	N/a				
	Decarbonisation of Transport	In order to meet decarbonisation targets all vehicles will need to switch to electric or hydrogen. The Pathway to Zero Carbon report (the 'Arup report') highlighted the need for catalysing charging infrastructure and solutions that remove significant barriers to the uptake of EVs. This project will enable this.		2	No	
	Public Transport	N/a				
	Increasing Active Travel	N/a				
Energy	Decarbonisation of Fuel	The Council's electric vehicle charging points currently provide electricity generated via renewables	If this can be maintained, or supported through the procurement should be investigated.	2	Yes	
	Demand Reduction/Efficiency Improvements	N/a				
	Increasing infrastructure for renewables generation	N/a				
Economy	Development of low carbon businesses	The roll-out of electric vehicle charging points across Sheffield should contribute to the development of the green economy, including supporting green jobs and skills.	Consideration to be given within the procurement process	5	Yes	
	Increase in low carbon skills/training	N/a				
	Improved business sustainability	The roll-out of electric vehicle charging points across Sheffield will contribute to the ability of residents, businesses / fleet operators being able to switch to electric vehicles, supporting longer term sustainability		2	No	
Influence	Awareness Raising	The visible roll-out of electric vehicle charging points across Sheffield will raise awareness of the potential to switch to electric vehicles and provide reassurance that there will be the ability to charge.	Include quality question around promotion of facilities in the City to raise awareness	2	Yes	
	Climate Leadership	N/a				
	Working with Stakeholders	N/a				

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared to before.
7	
6	
5	The project will achieve a moderate decrease in CO2e emissions compared to before.
4	
3	
2	The project will achieve a significant decrease in CO2e emissions compared to before.
1	
0	The project can be considered to achieve net zero CO2e emissions.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



Resource Use	Water Use	N/a				
	Food and Drink	N/a				
	Products	N/a				
	Services	The procured provider will be providing ongoing maintenance and operation of the chargepoints	Consider quality question around location of parts / manufacture of equipment	5	Yes	

Waste	Waste Reduction	N/a				
	Waste Hierarchy	N/a				
	Circular Economy	N/a				

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

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

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Report to Policy Committee

Author/Lead Officer of Report: Greg Challis

Tel: 0114 293 0175

Report of: Kate Martin, City Futures

Report to: Transport, Regeneration and Climate

Date of Decision: 13 March, 2024

Subject: Sheffield Active Travel Infrastructure Plan: initial public engagement proposals

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? 2629				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Purpose of Report:

This report summarises our proposed approach to delivering initial public engagement this summer to feed into preparation of the Sheffield Active Travel Infrastructure Plan.

Recommendations:

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

- Note the contents of the report and approve the approaches outlined to delivering initial public engagement in support of the development of a Sheffield Active Travel Implementation Plan
- Approve the commissioning of a community engagement specialist to assist in finalising the engagement plan, to work alongside Council officers in delivering engagement this summer and to produce a report summarising the findings for TRC in September

Background Papers: n/a

Lead Officer to complete:							
1	<table border="1"> <tr> <td rowspan="4">I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.</td> <td>Finance: Holly Nicholl, Assistant Finance Manager</td> </tr> <tr> <td>Legal: Richard Cannon, Planning and Highways Professional Officer</td> </tr> <tr> <td>Equalities & Consultation: Ed Sexton & Alaina Briggs, Equality and Engagement officers</td> </tr> <tr> <td>Climate: Laura Ellendale, Sustainability Programme Officer</td> </tr> </table>	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Holly Nicholl, Assistant Finance Manager	Legal: Richard Cannon, Planning and Highways Professional Officer	Equalities & Consultation: Ed Sexton & Alaina Briggs, Equality and Engagement officers	Climate: Laura Ellendale, Sustainability Programme Officer	
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	Climate: Laura Ellendale, Sustainability Programme Officer						
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>						
2	<table border="1"> <tr> <td>SLB member who approved submission:</td> <td>Kate Martin</td> </tr> </table>	SLB member who approved submission:	Kate Martin				
SLB member who approved submission:	Kate Martin						
3	<table border="1"> <tr> <td>Committee Chair consulted:</td> <td>Cllr Ben Miskell</td> </tr> </table>	Committee Chair consulted:	Cllr Ben Miskell				
Committee Chair consulted:	Cllr Ben Miskell						
4	<table border="1"> <tr> <td colspan="2">I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.</td> </tr> <tr> <td>Lead Officer Name: Greg Challis</td> <td>Job Title: Senior Transport Planner</td> </tr> <tr> <td colspan="2">Date: 5th March 2024</td> </tr> </table>	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.		Lead Officer Name: Greg Challis	Job Title: Senior Transport Planner	Date: 5 th March 2024	
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: Greg Challis	Job Title: Senior Transport Planner						
Date: 5 th March 2024							

1. PROPOSAL

1.0 Background to the Sheffield Active Travel Infrastructure Plan

- 1.1 Active travel (AT) schemes in Sheffield are typically funded by the Department for Transport (DfT) with funding drawn down via the South Yorkshire Mayoral Combined Authority (SYMCA). By active travel we mean walking, wheeling (using mobility aids such as wheelchairs and pushchairs) and cycling. Such schemes contribute towards healthier and more active neighbourhoods. Securing funding presents an opportunity to invest in the street scene to create a cleaner, greener, safer Sheffield. More people walking, wheeling and cycling to local destinations, particularly when these replace short local car trips, makes for more liveable and attractive places for people and enhances the quality of day-to-day life.
- 1.2 Active Travel England (ATE), an arm of the DfT, have specifically designated a Capability and Ambition Fund to support local authorities in the development of AT schemes. Sheffield's share of the initial regional allocation is £398,480, with a 60/40% split between work which supports capability building on the one hand and behavioural change on the other. The Council has thus been awarded a specific pot of money which can be utilised to help it put together a more robust forward plan of interventions.
- 1.3 Developing proposals for future active travel schemes requires a comprehensive, underpinning evidence base. An essential component of this evidence is to be gleaned through public and stakeholder engagement. Thus officers have prepared this proposal for early community engagement as part of developing a Sheffield Active Travel Infrastructure Plan (SATIP). This is intended to take place alongside work by other South Yorkshire districts to develop their own plans. There will be input and support for us all from South Yorkshire Mayoral Combined Authority (SYMCA) Active Travel officers, the AT Commissioner and the Mayor.
- 1.4 This work will support a SYMCA 'City Region Sustainable Transport Settlement' (CRSTS) tranche 2 funding bid to the DfT, anticipated to be later this calendar year. CRSTS2 is expected to be the most significant (largest) funding pot next available. We anticipate SYMCA will be submitting the bid in Autumn 2024, although DfT may require indicative programmes in advance of this. Tranche 2 funding will be for 2027 through to 2032. Active travel investment through CRSTS tranche 1 prioritised strategic cycle route interventions. CRSTS tranche 2 is expected to have a broader focus with more emphasis on enabling walking for short journeys to key local destinations.
- 1.5 This report sets out the proposed approach to early engagement based upon what the Council has learned in preparing and implementing AT schemes in the city along with Member feedback on the need to involve people locally in the development of such proposals.

1.6 **Reviewing our work with the public around active travel**

In February 2023 a series of three workshops, brought together by SCC Public Health and behavioural science specialists from Sheffield Hallam University, was held with TRC Members. These were set up to understand barriers and enablers to communicating safer, more sustainable environments and journeys.

Key findings were:

- Insufficient public understanding of our overall vision for Sheffield
- Information gaps about scheme detail, long lead in times/delays or disrupted engagement reduces this understanding
- Insufficient information about schemes and use of different terms/jargon may have contributed to limited public support and allowed the vacuum to be filled by inaccurate perceptions about scheme purposes and potential outcomes

1.7 The approach outlined in this report seeks to address these concerns. It sets out an approach to conducting engagement, especially early public facing work, in a manner which is more sensitive and responsive to the community.

1.8 **Key parameters defining our approach**

In summary, parameters are determined by parallel workstreams, policy requirements and wider outcomes as follows:

- The work Transport, Regeneration and Climate Policy Committee (TRC) is currently leading to produce a **Transport Vision for Sheffield**. This will provide a clear ambition for the future of transport in the city and explain what this means for people, communities and businesses.
- This Vision will complement and aim to build on intensive work undertaken to draw up the **City Goals**, developed through a wide-ranging grass roots conversation. A broad spectrum of people contributed, explaining what mattered to them and helping create an understanding of what our city stands for. It pulled together people's lived experiences to sit alongside existing research and evidence.
- The **policies outlined in the Sheffield Transport Strategy** (2019-33). These detailed the role AT schemes play in enabling the economy (by a small but significant reduction in congestion on specific corridors); improve the environment (by repurposing road space and making our streets more pleasant places); and reducing inequality (by better connecting people to public transport, education and employment opportunities, and services locally).

- Increasing active travel is also a key objective in **The Way We Travel** decarbonisation route map. Approved by TRC July 2023, it is a key shaping document for the Transport Vision now being developed. Transport activity needs to reduce climate impacts, including engagement activities, and align with the principles.
- The **outcomes required by the funders** (in this instance DfT) from the investment they are making. This, in turn, is based upon the proven benefits, acknowledged by Government, which arise for communities from AT interventions.

1.9 Existing knowledge and research: towards better engagement

For the evidence base underpinning the **Sheffield Transport Strategy** the Council conducted a city-wide, weighted survey which included questions to understand public views on active travel. This reached almost 2000 people and suggested a strong appetite for people to cycle but safety was a key concern, especially for women, where mixing with heavy volumes of motorised traffic.

- 1.10 DfT supported modelling for the South Yorkshire Local Cycling and Walking Infrastructure Plan (predecessor to SATIP) indicated key localities which had significant potential for uptake of active travel. Using this knowledge, the Council prepared a proposal for Darnall as part of a Government **Mini Holland** competitive bid process. Officers conducted quite intensive research in the local area to identify and meet community needs and DfT requirements, although this DfT funding stream was later withdrawn.
- 1.11 An LGA-sponsored project involving six local authorities across our region, including Sheffield, looked at using behaviour change techniques to encourage active travel. It deployed the Capability/Opportunity/Motivation-Behaviour (**COM-B**) change model to identify supporting measures that may be needed to maximise take up of AT infrastructure locally. This was part of the extensive work which Public Health have led, including partnering with Sheffield Hallam University researchers, to develop understanding of and apply this low cost yet effective behaviour change intervention. Public health continues to do valuable work in this field, including collaborating with SYMCA in working up research proposals to test the existing evidence base, define key messages and more on behavioural insights. All learnings will be fed into developing our engagement approaches. This is a continual process based on keeping up to date with relevant research and refining our approach given ongoing community feedback and input.

- 1.12 The knowledge that we already have about **public attitudes to AT** stemming from the extensive body of research conducted both locally and nationally. This shows that people want to walk and, to a lesser extent, cycle more in their local areas but, they stress, it needs to be safer for them to do so.
- 1.13 Schools, as significant trip generators, **engage with parents** about why they travel the way they do as part of ModeshiftSTARS accreditations (School Travel Plans). Similar questions have been posed when consulting for 'School Streets'. Findings indicate the main reasons why parents drive – distance, part of a chain trip, health and disability challenges, weather, topography and danger.
- 1.14 Experience shows that whilst, in principle, people may favour a more active travel orientated neighbourhood, feedback shows that the **detail of schemes** is likely to be contentious to some degree. SATIP preparatory work provides the opportunity to do early engagement, explain the parameters and communicate the “why”, to work with communities in preparing for future change and help people locally to shape proposals as they evolve.
- 1.15 **Gaps in our knowledge: tapping into community insights**
- To ensure that the most effective and value for money proposals for active travel are developed, an extensive evidence base is being compiled to meet the outcomes required. Whilst we know that there are significant barriers to people taking up active travel, we do not have a good enough sense of how these challenges differ in nature and scale across the city. There is a significant knowledge deficit city-wide, given the demographic profile of respondents. We have struggled, partly because of resources, to reach many people and communities and capture seldom heard voices.
- 1.16 This in turn mirrors some of the wider inequalities challenges the city faces, including transport inequality itself. This has increased, partly because of the uneven impact of remote working, which is not an option in industries such as health, social care and transport/logistics where there tends to be a concentration of lower paid employees.
- 1.17 The need to fill these gaps gives us the opportunity to tap into community insights and reach out to people and groups at a local level. The engagement plan will therefore seek to address this unevenness by conducting targeted work and feed into the evidence base that we are assembling in support of the SATIP.
- 1.18 Conditions for cycling and walking both require improvement. Whereas cycling requires the creation of a dedicated network to address safety

as a barrier to significant uptake, walking already has a network. Footways and, to a lesser extent, footpaths serve local destinations. However, this network is compromised. It may be obstructed, defective in some way, not of sufficient quality or attractiveness or indeed as direct as it could be. At a hyper local level especially, the Council does not have the detail required to work up area wide solutions that can address such issues.

1.19 Engagement will be designed to connect with groups and individuals who have knowledge and lived experience. By reaching out both to seldom heard groups, as well as those already engaged in active travel and improving the infrastructure for it, we will help address some of the gaps and the unevenness of prior input in terms of city demographics. Much of this may be qualitative information but all will be fed into the SATIP evidence base.

1.20 **Early engagement on future walk, wheel, cycle (WWC) schemes – what should it look like?**

Considering the landscape sketched out above, officers have identified the need both for a more considered approach to engagement and for additional resource to help undertake targeted work in selected areas and with key stakeholder groups. To this end it is proposed that a community engagement specialist be brought in to help finalise and deliver the SATIP engagement plan alongside Transport Planning officers.

1.21 The Council's current, high-level proposal, subject to change given resources and advice from the appointed specialist about what works best, involves:

- Local outreach in conjunction with LACs and involving local community organisations: these will help identify destinations and the barriers and enablers to active travel locally. They will also start to build understanding of how active travel solutions may address these.
- Meetings with city-wide groups with an equality brief and/or a specialist transport knowledge to gather similar information about important destinations and what prevents or helps active travel locally.
- Using short paper surveys in community venues and longer questionnaires with key stakeholder groups to enhance our understanding of these issues.

1.22 **Our approach in summary and next steps**

It is envisaged that engagement will involve LACs and, where appropriate, local community organisations in outreach work. The plan

will be finalised following appointment of the engagement partner assuming Members are supportive of this approach.

- 1.23 Officers have been advised that, owing to the policy implications arising from public involvement and feedback on active travel, engagement should not take place during PERP. This is consistent with the Government's Consultation Principles guidance, which states that consultation should not be launched during local or national election periods. This would likely mean public engagement taking place in June/July, as part of this initial conversation with communities about active travel.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The proposed community engagement plan aims to:
- Ensure that all communities, especially those that are “seldom heard” during SCC engagement, and who are perhaps not strong voices in existing stakeholder groups, are heard throughout engagement.
 - Identify appropriate channels for reaching a demographically diverse city in general and seldom heard people in particular.
 - Pay close attention to postcodes where response rates tend to be low and help gather community level feedback about local destinations, how people travel to these, what would help them to travel actively and what is preventing them from doing so currently.
 - Capture these views for inclusion in the SATIP mapping exercise and summarise in an engagement evaluation report.
- 2.2 This work is a necessary precursor to ensuring that Members make decisions about where to prioritise active travel investment in the city based upon the fullest, relevant information. This in turn will enable the development of a prioritised active travel programme for the city, informed by the public. Members are therefore being asked to approve both the development of the SATIP and the proposed community engagement plan which will inform that development. This should be beneficial in securing funding from DfT. The physical works, when complete, are expected to be an asset for local communities and help make neighbourhoods more attractive places to live, with reduced traffic danger and greater footfall supporting local amenities.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Preparatory work towards proposed engagement includes informal discussions with Members and LAC officers. This report is seeking Members' agreement for the approaches set out and to give the go ahead to start an initial phase of engagement. An indication of the steps involved is given below.

- 3.2 The first stage, this summer, would be initial engagement city-wide to better understand the challenges that people face when trying to walk and cycle to local destinations.
- 3.3 A second stage of engagement, taking place in autumn, would follow prioritisation by Members using a range of criteria that meet our policy objectives and the funders' (DfT) outcomes. This will be the subject of a separate report to TRC in September. By this means, Members will identify local areas where investment in active travel would be targeted initially (in the short to medium term). More focussed engagement would then follow to reach out to the community in those locations. This would aim to help us gain a more detailed understanding of the questions posed in the first stage in specific localities. It would help build understanding for the kind of infrastructure that can assist people in reaching local destinations by walking, wheeling and cycling. This would enable entry into formal business case and funding bid processes.
- 3.4 These two phases will go ahead given approval by Members. Funding only covers this period. Submission of the CRSTS2 along with its supporting documents to the DfT by SYMCA would follow on a date to be confirmed. With agreement from the South Yorkshire districts, this will set out relative allocations of the overall pot for active travel and public transport measures.

4. Other Implications

4.1 Equality Implications

- 4.1.1 An Equalities Impact Assessment is in development and will be refined as part of reviewing the wider engagement plans. Engagement aims to address the unevenness of our knowledge about the challenges people face to travelling actively. In addition to a city-wide trawl for information that will involve equalities and transport interest networks, proposed engagement in localities will focus on the least heard voices in relation to active travel, likely including:
- Women and girls
 - Those from ethnically diverse communities
 - Those with physical and mental disabilities, physical and mental health conditions and long-term health conditions
 - Those from low-income households
 - People whose physical activity is restricted
 - People living in less affluent areas
 - People of different ages including children and young people and older people
- 4.1.2 A variety of channels and techniques will be used in this process, which may be resource intensive but essential to capture community level knowledge and insight.
- 4.1.3 The broader aims of Active Travel are consistent with the Council's commitments to addressing inequality, including health and income disparities and other causes and symptoms of inequality.

4.2 Financial and Commercial Implications

4.2.1 It is proposed that a tender will be advertised to bring in a community engagement specialist to assist with devising and delivering engagement in conjunction with Transport Planning and LAC officers. The value of this would be approximately £50,000. A more focussed and therefore smaller scope second phase of engagement will follow in the areas prioritised for investment. The value of this will be determined once the scope of this work becomes clear, although it is expected to be lower.

4.2.2 Funding for this has been secured from the Active Travel England (ATE) Capability and Ambition Fund held by SYMCA. We are currently waiting on the Grant Acceptance documentation for the 2024 extension funding (which will run to December 2024).

4.3 Legal Implications

4.3.1 Where consultation is carried out by the Council, it must do so in a way which is fair. In its judgment in R v London Borough of Brent, ex p Gunning (1985), the High Court provided a set of principles to which public authorities like the Council must adhere so as to consult fairly. These are as follows:

- The consultation must be at a time when proposals are still at a formative stage.
- The proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response. Those consulted should be aware of the criteria that will be applied when considering proposals and which factors will be considered decisive or of substantial importance at the end of the problem.
- Adequate time must be given for consideration and response.
- The product of consultation must be conscientiously taken into account in finalising any statutory proposals.

In addition, and while not legally binding, the Council should also take into account the Government's Consultation Principles 2018 in the absence of there being exceptional reasons to depart from it. This states that consultations:

- A) should be clear and concise
- B) should have a purpose
- C) should be informative
- D) are only part of a process of engagement
- E) should last for a proportionate amount of time
- F) should be targeted
- G) should take account of the groups being consulted
- H) should be agreed before publication
- I) should facilitate scrutiny

- J) should ensure that government responses to consultation are published in a timely manner; and
- K) should not generally be launched during local or national election periods.

The proposals described in this report (i.e. the approach taken to delivering public engagement which will inform the development of the Sheffield Active Travel Implementation Plan) accord with these principles.

The Council must further carry out its consultation exercise in accordance with the public sector equality duty imposed by the Equality Act 2010. The Council will be deemed to be fulfilling this duty where it takes into account and addresses the outcomes of the Equalities Impact Assessment referred to above.

Members are asked to note that this report is seeking approval for the development of the Sheffield Active Travel Implementation Plan (including the initial engagement which is intended to inform that development). Public facing outreach will only take place after the local elections and therefore after PERP. Further, this approval should not be regarded as a decision to implement any individual scheme included within the plan. Individual schemes may be the subject of their own separate statutory consultation processes (per the requirements of the legislation applicable to the Council's enabling powers) and each may be the subject of a further decision made by the Council in accordance with the requirements of its constitution. This may include, for example, a further decision in respect of the making of a Traffic Regulation Order against which objections have been received.

4.4 Climate Implications

- 4.4.1 The SATIP engagement plan is the precursor to the development and implementation of physical measures on the ground in the prioritised areas. Climate Impact Assessments will be prepared that capture the likely impact of those measures as they are developed, designed, and delivered. It has therefore been agreed that undertaking a Climate Impact Assessment using the CIA tool was not appropriate at this stage, and that we would set out the impact context within this section of the report only.
- 4.4.2 Sheffield has set a target to become a net zero city by 2030. In 2017, Transport emissions accounted for 26% of the total in Sheffield. Some 60% of journeys were being made by car, and around 40% of these were less than 1km in distance (roughly equates to a 10–12-minute walk). Between 2017 and 2021 (the latest year for which data is available) transport emissions in Sheffield have reduced to 22% of city emissions that year, but we still need to reduce our annual transport emissions by a further 541 ktCO₂e by 2030.

- 4.4.3 While decarbonising vehicles will achieve the greatest reduction in emissions, this will take time, and does not address other transport related concerns such as road safety, congestion and parking. We therefore also need to change how we travel from a polluting mode to a less polluting mode, including active travel.
- 4.4.4 “Improved routes and facilities that enable as many people as possible to make journeys by walking, cycling and wheeling” is one of the five net zero transport objectives set out in The Way We Travel decarbonisation route map, approved by the Transport, Regeneration and Climate Policy Committee in July 2023. It is anticipated to contribute a 19% (104 ktCO₂e) reduction in transport emissions. We have a role to play to enable, encourage and support residents to take up more sustainable modes. How we engage citizens around our active travel related measures is critical to ensuring they are effective.
- 4.4.5 If implemented, the SATIP engagement plan has the potential to support reductions in transport emissions through increased engagement in more effective active travel measures delivered at an increased pace and scale over the coming years. Work to support the engagement plan will involve attendance at local meetings and other outreach work including paper-based surveys and face-to-face interviews in community spaces.
This activity will necessarily involve some travel and production of associated publicity materials probably alongside an online presence. Overall, it will generate some additional direct emissions, and we will seek to minimise this by encouraging people to travel by sustainable means to meetings, and seeking out existing community forums which we can attend to gather views.
However, this will be significantly less than the emission that will be saved cumulatively by the implementation of the schemes themselves. These will help people to walk, wheel and cycle locally and a proportion of these trips should replace car journeys.
- 4.5 Other Implications
- 4.5.1 Officers anticipate that conversations with the local community will create a degree of consensus around the need for change towards less car dominated neighbourhoods. It is further expected that a greater understanding will be generated about the benefits of active travel.
- 4.5.2 However, the detail of schemes as they are developed, will necessarily be contentious to some degree. There will be valid objections which may result in changes to our schemes to improve their acceptability. No amount of early engagement can over-ride this. The Council’s approach is to try to learn from all feedback, whether we can address it positively in terms of our proposals or not. This is a two-way process. Officers will keep the Council’s engagement under review and feed this into wider attempts to learn from the Sheffield public.

4.5.3 Equally, the benefits which will accrue from adopting a more people centred approach to use of highway space in local areas should become apparent as schemes “bed in”. Officers believe this is particularly the case where any changes can incorporate features which both assist walking and improve the streetscape, for instance by providing more tree cover for shade and shelter; or seating to improve opportunities for rest, reflection and conversation. Increased footfall should contribute to more liveable and pleasant neighbourhoods.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The Council has been charged with preparing an Active Travel Infrastructure Plan, together with the other SY districts, to prioritise areas and develop proposals for future infrastructure funding, especially CRSTS2. Given the above, prior public engagement is deemed necessary and funding is available to undertake it. Officers have set out the preferred approach above. Alternative options therefore centre on the following:

5.2 Doing **more engagement** – officers are reasonably confident that the level of engagement which has been put forward here can be delivered within budget and timescales, and that it is sufficient for purpose. Doing anything more would require more specification, and time and resource to deliver and process, thus jeopardising its’ usefulness in terms of effectively feeding into the necessary programmes of work.

5.3 Doing **less engagement** – Members have a clear priority for early and responsive engagement around active travel proposals. Doing less engagement would compromise that requirement. Officers believe the task should be to ensure best value from the resource which the Council has. However, some “scaling back” of work may become necessary given changes to funding and deadlines or difficulties in procurement and delivery.

5.4 Doing **“the minimum” engagement** – this option only becomes appropriate if funding and timescales change more drastically. In any other scenario officers believe this to be an unacceptable way to proceed, given Member priorities and it not being expected to deliver all of the desired outcomes. .

6.0 REASONS FOR RECOMMENDATIONS

6.1 The proposed SATIP engagement work aims to:

- Ensure that all communities, especially those that are “seldom heard” are reached through engagement.
- Identify appropriate channels for reaching a demographically diverse city in general and seldom heard people in particular.
- Pay close attention to postcodes where response rates tend to be low, help facilitate community level discussions about local destinations, how people travel to these, what would help them

to travel actively and what is preventing them from doing so currently.

- Capture these views for inclusion in our SATIP evidence and summarise in an engagement evaluation report.

6.2 It is therefore recommended that Committee approves the recommendations set out in this report and the expenditure required to appoint a community engagement specialist to work with us in reaching seldom heard groups and individuals across the city. This will inform the development of the SATIP and help the Council to better understand active travel considerations as a step towards more sensitive and responsive way of undertaking public engagement.

6.3 Note that a further report will be presented in September when Members will be furnished with the results of engagement as part of the scheme prioritisation process.



Report to Policy Committee

Author/Lead Officer of Report: *(Andrew Butler,
Transport Projects Service Manager)*

Tel: 0114 205 3470

Report of: *Executive Director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *13th March 2024*

Subject: *Digitisation of the database management of Traffic Regulation Orders and associated delegated decision making.*

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

Purpose of Report:

To inform Committee about an initiative to introduce a digital platform for the database management of Traffic Regulation Orders (TRO’s) and to seek Committee approval to delegate determination of any objections received in relation to the making of the TRO associated with the move.

The Council is working towards the introduction of a digital traffic order management system and as part of this move it is necessary to advertise a notice which proposes the making of a TRO. The TRO is intended to consolidate extant TROs in the city into a version which is capable of being managed digitally using this system.

Ordinarily the consolidation process does not invite objection or comment from the public, as the Council simply replicates the contents of the original TROs into a consolidated version. However, a review of the current TRO’s has identified a number of restrictions which are marked and signed on street with an incorrect

order to support them. The consolidation process therefore presents an opportunity to address anomalies with existing traffic orders such that the made order will more accurately represent what is on site. This is a change to the order and therefore the Council is required to follow the full traffic order making process.

Recommendations:

That the Transport, Regeneration and Climate Policy Committee:

- Endorses the move to a digital platform for the management of TROs; and
- Approves the delegation of the decision whether to make the proposed consolidated TRO to the Director of Investment, Climate Change and Planning subject to their following the process outlined within this report (including the consideration of any objections received).

Background Papers:

Appendix A: DfT Reform of Traffic Regulation Orders - [consultation-on-reform-of-traffic-regulation-orders.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611117/consultation-on-reform-of-traffic-regulation-orders.pdf)

Appendix B: DfT Policy Paper Automated Vehicles Bill: Policy scoping notes - [Automated Vehicles Bill: policy scoping notes - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/611117/Automated_Vehicles_Bill_policy_scoping_notes.pdf)

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: Andrew Butler	Job Title: Transport Projects Service Manager

1. PROPOSAL

1.1 Background

1.1.1 In 2018 and early 2019 the Department for Transport (DfT) commissioned consultants to undertake research and consultation on the making and management of Traffic Regulation Orders (TRO's). The findings of this exercise can be found in the DfT document: Reform of Traffic Regulation Orders produced in March 2022 attached as Appendix A.

1.1.2 To summarise some of the most pertinent points the consultants identified:

- *'that significant amounts of local authority data is not currently available to the public or easily accessible.'*
- *'publishing open transport data offers potential commercial and societal benefits'*

1.1.3 The initial research recommended changes should be considered such as:

- *'the process of applying for TRO's and temporary TRO's is quick consistent and avoids any unnecessary costs that may be passed onto tax payers or bill payers'*
- *'data users could have access to high quality, timely and accurate TRO data so they can apply it for purposes such as reliable navigation and provision of digital services'*

1.1.4 Following on from this the DfT carried out further consultation and engagement with affected stake holders. One of the key recommendations of this work was that

- *'TRO data should be consistent and made available for anyone to access, use and share'.*

1.1.5 During the period of the Covid pandemic the way Traffic Authorities, such as Sheffield, could make TRO's was amended to remove the requirement to post notices in the press and instead greater use could be made of digital media to publicise proposed TRO's.

1.1.6 The effect of this was to highlight to Government the need to review and ultimately recommend change to the way TRO's are made. Officers determined that the best approach would be switch to a digital platform for the management of TROs which would fulfil the goals identified by the consultation. The Council is still required to advertise the making of orders in the local press.

1.1.7 In anticipation of this move to a digital based means of managing TRO's, officers within the Transportation team reviewed all products on the market to establish which would provide the best value for money whilst

satisfying the needs of the DfT and the wider interest groups such as the public and statutory undertakers.

1.1.8 Software developed by a company called 'Appyway' was identified as the preferred provider. They already operated in a number of Transport Authorities within the UK for example North Yorkshire, Harrogate and Harringey.

1.2 Current Position

1.2.1 The switch to the new system requires that the Council consolidate its existing TROs into one single order. Due to the number of traffic orders affected, officers have split the task into 2 work streams; static restrictions such as yellow line waiting restrictions and moving restrictions such as bus lanes, speed limits and one way streets.

1.2.2 Officers have reviewed all static restrictions for the purposes of them being consolidated into one order. In doing so, they identified some anomalies between what is in the orders versus what is signed and marked on street. Officers have determined that the best approach toward rectifying this would be for the order to represent what is currently on the ground. This requires minor changes to some of the existing traffic orders, which can be achieved at the point of consolidating them into one single order.

1.2.3 This review has taken much longer than originally anticipated and has had a consequential effect on the making of any static restrictions, the last TRO made was in October 2023. The last time the all of the traffic orders were consolidated was 2008 good practice would suggest that orders are consolidated more frequently than this. There is a significant backlog of work and further delay will exacerbate this and will also adversely affect the making of orders associated with key projects such as 'Transforming Cities' funded projects in the City Centre and Nether Edge. It is also adversely affecting orders associated with developer funded projects.

1.2.4 In accordance with the Traffic Orders Procedure regulations, making the minor changes which are intended for inclusion in the consolidated order requires the publication of a notice proposing the making of a new order. It is anticipated that the notice to publicise the order will be published in early April 2024 with a 3 week objection period.

1.2.5 Per the requirements of the Council's constitution, ordinarily all objections to TRO's are considered by this Committee before a decision is made by it as to whether an order should be made. An alternative process is proposed for this order. This order will only have the effect of:

- a) Consolidating the existing static restrictions in TROs across the city; and
- b) Addressing any restrictions signed and marked on street which are not included in any existing orders.

- 1.2.6 Consequently it is felt that it is appropriate that this decision be delegated to the Director of Investment, Climate Change and Planning. This is deemed to be an appropriate level of seniority for a decision which, for the reasons outlined above, should also be capable of being made more quickly than if it was subject to the committee timetable (and therefore addresses issues relating to further delays to related projects in the city).
- 1.2.7 It is recognised that the Committee's decision making process imparts transparency and rigour. It is proposed that the process for the consideration of objections by an officer should follow a similar process to that when reporting to Committee, with a report prepared by officers outlining the issues raised and a recommended way forward. The 4 (currently) group spokes people of the Transport, Regeneration and Climate Committee will be briefed about the results of the statutory consultation. The report and decision will be made available on the Council website.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The move to a digital map based database of traffic order information will make access to the orders made by the Council easier for internal and external people and organisations to access.
- 2.2 The Council will be working towards meeting the aims of the Department for Transport with regards to the digitisation of traffic orders.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 There hasn't been any consultation undertaken with regards to the move to a new system of data management. The Council is required to follow the statutory procedure associated with the making of traffic orders when addressing changes to existing orders. Consequently there will be consultation with statutory bodies such as the emergency services as well as a notice in the Sheffield Telegraph. The proposal will also be publicised on the Council website.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 There will be no adverse impact with regards to the decision being delegated to a senior officer rather than the Members of the Committee. A report will be submitted to the senior officer and this report will follow the same format as that for a Committee decision. If there are significant unforeseen objections then the determination of these will be referred to Committee.

4.2 Financial and Commercial Implications

- 4.2.1 None

- 4.3 Legal Implications
- 4.3.1 The making of a Traffic Regulation Order which has only the effect of consolidating other, existing orders into one order would not ordinarily require the publication of notices in advance of it being made, nor would the public be given an opportunity to make representations in respect of that order (regulation 21, the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations")).
- 4.3.2 However, as the consolidation order mentioned in this report would also have the effect of amending the provisions of those existing traffic regulation orders so as to ensure that they accord with what is currently signed/marked on street, the statutory procedure associated with the making of a new TRO must be followed. This is because the changes it would introduce may be regarded as "changes of substance" beyond those which are included in Part 1 of Schedule 4 to the 1996 Regulations.
- 4.3.3 Part 3c of the Council's constitution stipulates that matters which have drawn objections from the public and which relate to functions arising from the Council's roles as highway authority and traffic authority are reserved to the Transport, Regeneration and Climate policy. A decision whether to make a proposed TRO which has received objections would therefore ordinarily be included and the reservation would apply. However, paragraph 3.3 states that "unless otherwise stated, a Committee may further delegate to a [...] Council Officer [...]" In the absence of a further statement to the contrary, it is therefore an option for the committee to delegate this reserved matter to an officer.
- 4.3.4 As the order making authority, the Council is required to consider all duly made objections before an order can be made per regulation 13 of the 1996 Regulations. However, there is no requirement under those regulations that the objections be considered by a policy committee. It is therefore possible for the committee to delegate to an officer both the consideration of objections received in respect of a TRO, and the decision whether to make that order. As has been recommended in this report, the delegation may be made subject to the consideration of objections within the usual report format to ensure compliance with the 1996 Regulations.
- 4.3.5 Accordingly, any objections received to the proposed TRO will be contained in a later, forthcoming report for officer consideration, as will the legal implications associated with a decision whether to make that order.
- 4.4 Climate Implications
- 4.4.1 None

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The only other option considered which would still allow the Council to proceed with the proposal to consolidate its TROs and switch to the new system was to follow the current procedure i.e. objections considered by this Committee. This is not considered viable, for reasons of easing the burden on Committee (by not, for example, holding an extraordinary meeting outside of the schedule purely so as to expedite the making of

the order as quickly as possible) while still also ensuring any objections are fully considered. The recommended course of action was consequently deemed the preferred way forward.

6. RECOMMENDATIONS

It is therefore recommended that Committee:

- Endorses the work undertaken to move to a digital platform for the management of traffic regulation orders; and
- Approves that the delegation of the decision whether to make the proposed consolidated TRO to the Director of Investment, Climate Change and Planning subject to following the process outlined within this report.

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Report to Policy Committee

Author/Lead Officer of Report: *(Lisa Blakemore, Senior Transport Planner)*

Tel: 07785384192

Report of: *Executive Director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *13th March 2024*

Subject: *Report objections to the Speed Limit Order for Lodge Moor 20mph*

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? <i>(488)</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 checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<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 details of the consultation response to proposals to introduce 20mph speed limits Lodge Moor, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

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

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

Background Papers:

Appendix A: Consultation letter

Appendix B: Proposed scheme boundary

Appendix C: Objections to the SLO

Appendix D: Support for the SLO

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Annmarie Johnson</i>
		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:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>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>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
	Date: 28/02/2024	

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 53 'sign only' 20mph areas have been completed as well as 12 child safety zones.
- 1.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Outline Business Case for the introduction of Fulwood 20mph speed limits was approved at Transport Board in August 2021. The extension to include extra roads in the Lodge Moor Area is expected to be within the agreed budget and any extra funds needed will be requested as part of the Final Business Case process.
- 1.4 This report details the consultation response to the introduction of these 20mph speed limits in Lodge Moor, reports the receipt of objections and sets out the Council's response.
- 1.5 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

Programme for 23/24:

Below are the schemes identified for the 23/24 financial year. Initial Business Cases were submitted in April and feasibility and speed surveys will be conducted in late Spring 2023

- **Brincliffe**
- **Earl Marshall**
- **Greenland**
- **Loxley**
- **Netherthorpe**
- **Bradway**

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long-term impact.
- 2.2 Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.
- 2.3 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:
 - Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
 - The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
 - the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices were put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Transport, Regeneration and Climate Policy Committee, local Ward Members and Statutory Consultees have been informed about the proposals.
 - 3.1.1 A consultation letter and A3 colour plan has been sent to each property within the proposed boundary. The plans and detailed of the Speed limit order has also been advertised on the Council's website, which allows residents to view a plan that they can zoom into if they struggle with the paper copy received.

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*".

- 3.1.2 All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date are normally

added to the collation of responses and duly considered.

3.2 CONSULTATION RESPONSES

3.2.1 There have been 70 responses to the consultation, 20 of these were formal objections to the scheme. These are presented in Appendix C of this report. The 50 responses of support and other comments for this scheme are detailed in Appendix D.

3.2.2 Several of the objections were against the “blanket” approach that is being adopted and said that the speed restrictions should be concentrated around schools. The introduction to this report describes Council’s Policy on these schemes and our commitment to installing a 20mph speed limit on all suitable residential roads.

3.2.4 Many responses asked about the air quality impact of the scheme. A study by Imperial College London into the impact of 20mph speed limits suggested that they have no net negative impact on exhaust emissions. Results indicate clear benefits to driving style and associated particulate emissions. The research found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones. Also The Department for Transport’s 20mph Research Study (November 2018) found that although empirical evidence is weak, inconclusive or complex, sign only 20mph limits have the potential to positively affect vehicle emissions, air quality and noise levels, through:

- a reduction in average speed and top percentile speeds;
- smoother, more consistent driving speeds;
- small-scale displacement of traffic; and
- a modal shift away from the car.

This suggests that the introduction of 20mph limits is unlikely to have had a negative impact on air quality.

3.2.5 Many of the objections suggested that the reduced speed limit would create more congestion, causing delays and frustration to drivers. Due to current average speeds on these roads, it is unlikely that the lowering of speed limits from 30mph to 20mph will change existing journey times during the day. During off-peak periods, including overnight, some people may experience a slight increase in journey times, however research into the impacts of 20mph by Steer Davies Gleave suggests that introducing 20mph speed limits has a negligible impact on journey times, given that overall journey times are largely dictated by junction delays and not vehicle speeds.

3.2.6 Many of the objectors were concerned about the impact on buses and bus timetables. The majority of the roads that are within this boundary are not bus routes. The bus operators are one of the Council’s required statutory consultees and have raised no concern/ objection to any of the 20mh schemes. They offered the following response when the Council

was working on the 20mph speed limit strategy:

“20mph in residential areas does not cause any problems for bus services. Buses should not, and would actually struggle, to achieve more than 20mph on residential roads and in practice are much slower than this. As long as any physical measures placed on bus routes are appropriate i.e. cushions or junction plateaus rather than humps then the PTE and bus operators support reducing vehicle speeds in residential areas to appropriate levels. Buses actually assist in reducing vehicle speeds by slowing traffic and also stopping traffic whilst boarding and alighting and thus act as traffic calming”

3.2.7 Several objectors asked about the accident statistics that showed that the area needed a 20mph scheme. Paragraph 1.1 details the Council’s proposal to introduce a 20mph limit on all suitable residential roads. Accident statistics are used to prioritise the installation of the zones on a “worst first” basis but inevitably as we work down this list, we will arrive at zones with few accidents and they will be subject to the same proposals. For any resident interested in accidents in their area, www.crashmap.co.uk is a useful website to use.

3.2.8 Several respondents who were in support of the scheme asked why the end of Blackbrook Road was not included in the scheme boundary. The current 20mph speed limit strategy that this scheme is part of is for residential roads only and this section of Blackbrook Road is rural. This policy is currently being updated and if rural roads are included in its approved version, we can revisit this area when the scheme is reviewed.

Some respondents also asked whether Lodge Lane near Redmires Road could be included in the scheme. If the speed limit was changed to 20mph for this section of road, drivers travelling along Redmires Road and continuing along Lodge Lane would be subjected to 3 different speed limits in a short distance (40mph on Redmires Road, 20mph on the start of Lodge Lane and then the national speed limit further along Lodge Lane). This could lead to confusion. Officers can re-look at this issue if this scheme is approved and on site, in light of the consultation responses received on this matter.

3.3 OTHER CONSULTEES

3.3.1 No response has been received from South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

3.3.2 Sustrans did not respond to this consultation

3.3.3 Cycle Sheffield gave the scheme its full support

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

- 4.2.1 The Outline Business case for the Fulwood 20mph scheme was approved by the Transport Board in July 2023 and the budget by Finance Committee in August 2023.

The scheme will be funded by the Road Safety Fund

The estimated total capital cost of the scheme recommended by this report will be £121,707 and is as follows:

£9,255 and survey fees (including TRO costs, consultation costs)
£24,274 Amey design fees
Estimated construction cost £80,000
HMD fees £7,427

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

- 4.2.2 The extension to include extra roads in the Lodge Moor Area are expected to be within the agreed budget and any extra funds needed will be requested as part of the Final Business Case process.

4.3 Legal Implications

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans.

- 4.3.2 The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies

particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

4.3.3 The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 (“the 1984 Act”). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report. The Council is empowered to place traffic signs indicating advisory part-time 20mph limits via their inclusion in the Traffic Signs Regulations and General Directions 2016 (Diagram 545.1).

4.3.4 In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county.

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

4.5 Other Implications

4.5.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won’t happen. Surveys to monitor

motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Lodge Moor (do nothing). However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.
- 5.2 Another possible option is to reduce the scope of the scheme. This is not considered a suitable option as it is contrary to the Council's 20mph speed limit strategy that aims to install 20mph limits on all suitable residential roads.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Lodge Moor be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

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

E-mail : 20mphAreas@sheffield.gov.uk
Website: www.sheffield.gov.uk/roads-pavements/traffic-orders

Date: 1st February 2024

Proposed 20mph Speed limit Area

Dear Occupant,

You may be aware that we recently wrote to residents in Fulwood about proposals to change the speed limit to 20mph in the area. We are now proposing that Crimicar Lane, and the additional areas shown on the attached plan be also made 20mph and we are writing to ask for your opinion on these proposals.

The plan attached is intended to only show the boundary, not any detail of signing locations. If you struggle to read the plan, you can find it on our website, the location on the website is at the top of this letter, alternatively please get in touch. If you wish to see a plan of the boundary that was previously consulted on, it is also available on our website, however the consultation for this area has now closed.

Why are we doing this and what will it look like?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided all together
- People are more likely to feel safe when walking and cycling

New 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

What happens next?

We plan to introduce the new speed limit in late Summer/ Autumn 2024, but this will depend on the response we receive to this letter. Any objections will need taking to the Transport, Regeneration and Climate Policy Committee for them to decide whether the scheme can go ahead.

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

Email: 20mphAreas@sheffield.gov.uk

Or write to:

Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,
S1 2SH

**Formal objections, including grounds for the objection must be received by 29th
February 2024**

Kind regards

Strategic Transport, Sustainability, and Infrastructure

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Appendix C

Objections

1	<p>The current 30 mph regulation on urban speed has been in place for more than 80 years.</p> <p>To modify this without involving a significant two-way consultation with the citizens of the city is both undemocratic and is not the action of a reasonable council who wish to take into consideration the views and requirements of the electorate.</p> <p>The city traffic authorities have evidently had time and resource to discuss the proposal with a private company “Amey” but have seen fit to exclude such detailed involvement with the citizens who it will directly affect.</p> <p>Twenty-nine days to register objections, again without any commitment to discussion within this period, and then to proceed to implementation, it is a declaration of intent which brushes aside discussion and objections, again this is not democratic.</p> <p>The quality of information issued to define the proposal is inadequate. The map is illegible. The offer of a better map and more information on the website is not available to anyone without both a computer and internet access. A significant proportion of the electorate is therefore not adequately informed.</p> <p>The only specific information quoted in the letter is the implementation timing, not a single street name or description of the boundary is given. This lack of information and detail looks more like an attempt to obscure the proposal details rather than inform the electorate.</p> <p>The justification for this proposal is that there will be a reduction in the number and severity of accidents. No numerical information is provided to support this statement, opinion from undisclosed sources should not take precedence over factual information.</p> <p>To support this major change data should be provided on both the total number of accidents in the affected area and the number which may result from both the effective enforcement of the current speed limit and the reduction expected from a reduced limit.</p> <p>The plan, illogically, does not restrict any traffic outside schools. This allows both buses and heavy vehicles to be unaffected in what must be the most vulnerable section whilst restricting all vehicles in far less critical areas. The council must regard the safety of children as less important than the impact of these changes on the bus companies.</p> <p>We are consistently told by the council is they do not have funds to provide the essential services needed in Sheffield. This proposal is to spend public money paying outside contractors has similarities to the debacle when the council paid Amey to cut down perfectly healthy trees when the people of Sheffield expressed this was not what they wanted. This again was after inadequate consultation with the people it affected.</p>
2	<p>I would like to formally object to the addition of crimicar lane to the 20mph zone.</p> <ol style="list-style-type: none"> 1. the reduced speed limit will increase pollution on this road. It is been well established that cars and buses in particular pollute consider more at 20 than they do at 30 and crimicar lane is on 3 bus routes. 2. at the top end of crimicar lane off redmires road Virtually all the houses have drives and the paths are wide with great visibility to see traffic in both directions. What will be achieved by reducing the speed limit? <p>3) it appears you have decided to add this road for ease/reduced cost rather than any valid reason. This would mean only having to put up 20mph signs at</p>

	<p>the start/end of crimicar lane for start/end of zone rather than at the start of each side road.</p> <p>4) I don't see other major roads in Sheffield set to 20mph. Crimicar lane is a busy artery road and I question whether it's acceptable to go from a 40mph on redmires road down to 20mph on crimicar lane</p> <p>5) There has been no accident information provided regarding the new area to back up the reasoning behind the new plan.</p> <p>6) if crimicar lane is to go to 20 then why have fullwood road and brookhouse hill not been included. There are considerable more issues with parked cars, paths and pedestrian crossings on these roads than there are on crimicar lane.</p> <p>7) how are you going to enforce the 20mph zones. I lived in Crookes previously and people continue to drive at 30 through 20 zones without fear from prosecution.</p>
3	<p>I am writing to object to the proposed implementation of a 20 mph speed limit in Lodgemoor. Given this zone is suggested in addition to the Fulwood 20mph zone, this would mean this whole western area of the city will be blanketed in a 20mph zone. Whilst safety is paramount (I have young children in the area who walk to school most days), maintaining a 30mph speed limit on main roads is essential for ensuring efficient traffic flow and minimising disruptions to daily commutes. The current proposal (as was the case with respect to the Fulwood proposal) has not analysed the way the roads in the area are used. I have no objections to the 20mph zone on residential side streets where children are likely to be playing out, but it is not appropriate to apply this speed restriction to all roads in the area. Routes such as Crimicar Lane are key to traffic flow in and out of the area, as demonstrated by the fact it is a major bus route. A lot of drivers will simply ignore the 20mph speed limit on these types of roads, which then becomes counterproductive - it will make it socially acceptable to break the speed limit because everyone is doing so. 30mph has been considered safe for a number of years - let's focus on making people stick to the 30mph speed limit rather than reducing the speed limit on main roads, which by your own admission in your consultation letter, few people will actually adhere to.</p>
4	<p>I am writing to express my strong objection to the proposed additional blanket implementation of a 20mph speed limit in our area.</p> <p>Whilst I do not object to introducing 20mph limits on minor side roads and cul-de-sacs, applying this blanket restriction and including our main thoroughfares is misguided and counterproductive. For that reason I must object to the current proposal.</p> <p>My concerns are as follows:</p> <ul style="list-style-type: none"> • Increased Journey Times: The main through roads serve as vital arteries for travel within our community and beyond. A 20mph limit would increase journey times for residents, commuters, taxis and buses, causing unnecessary inconvenience and frustration. • Negative Impact on Businesses: Many businesses rely on the efficient flow of traffic on these roads for deliveries and customer access. A 20mph limit could deter customers and hinder deliveries, negatively impacting local businesses and the economy. • Safety Concerns at Low Speeds: While promoting safety is noble, research suggests that slower speeds on high-volume roads can create safety hazards. Bunching of vehicles, increased driver frustration, and potential disregard for the limit can lead to risky manoeuvres and potential accidents.

	<ul style="list-style-type: none"> Alternative Solutions: Instead of a blanket 20mph limit, consider targeted traffic calming measures on specific sections of the road where speeding is a proven issue and traffic analysis shows this to be a problem. This could involve things like improved crossing points or targeted enforcement in high-risk areas. <p>I urge the council to reconsider the proposed blanket 20mph limit and instead exclude the main traffic routes, such as the full length of Crimicar Lane.</p> <p>I would like to finish by repeating two points from the objection I sent to your last consultation:</p> <ul style="list-style-type: none"> - It is not appropriate that roads like Hallamshire Road become 20mph. These larger roads and bus routes (except those directly passing schools) are plenty wide enough with the verges for any children to be safe (including my children of 5 and 8 who walk to school along Hallamshire Road to school). <i>I know that the 20mph limit on Hallamshire Road has now been passed, but I urge you to think again about covering the additional proposed area with a blanket 20mph limit.</i> - For me, it would make more sense to target speeding by drivers doing 35/40/45 mph in a 30mph than punish those who currently adhere to the speed limit and drive around at no more than 30mph with a line of cars tailgating them
5	<p>I am writing to object to the proposed speed limits at Lodge Moor. It is a safe area with very few accidents that I am aware of - Drivers go carefully on these roads and are considerate. I feel very safe when walking around the area</p> <p>The main problem is around Hallam School at drop off times - maybe that needs looking at..</p> <p>I think that Redmires Road should see a speed reduction from 40mph to 30mph as cars do seem to speed along there.</p> <p>If the speed reduction goes ahead then bus timetables will have to be amended as they will have to go slower.</p> <p>Could not the money spent on the large number of Road signs and (horrible) markings on the road be better spent on repairing the hundreds of Pot holes in the area - these are the cause of some accidents especially with cyclists</p>
6	<p>I live on Crimicar Lane, Fulwood, Sheffield, S10 4FD. I would like to formally object to the proposed 20mph speed limit, covering the Fulwood area.</p> <p>I do not believe this is necessary and will only cause more traffic issues, and congestion than we already have. I have lived In this area all my life and know it to be a safe area and there are very little, if any collisions which have occurred here. I do not believe 30 mph is excessive and the only issues I see are the school drop off and pick up times. This needs to be targeted to stop parents and carers having to get within yards of the schools in order to pick up or drop off their children. Maybe education and enforcement in this area would be negate having to reduce the speed limit.</p>
7	<p>Having experienced 20 mph areas widely here in Sheffield and also in Bristol, I strongly object to this proposal.</p> <p>By all means make Redmires Road up to the end of housing areas 30mph - a reduction from 40, and enforce the 30 mph limit on Blackbrook Road, which is often exceeded. But a general 20 mph restriction should be avoided except in close proximity to shopping areas and schools.</p> <p>In residential areas parked cars already provided plenty of restrictions on the speed of traffic.</p> <p>Slowing commercial vehicles further will significantly add to delivery companies costs by reducing the number of deliveries they can make in a day. Vehicles will burn their fuel less efficiently thus adding to pollution not cutting it.</p> <p>I rather suspect that your motivation is to slow traffic down and then prosecute anyone driving at about 22 mph or more. Driving at 20 has caused me to worry far more about watching my speed rather than watching for people stepping into the road or vehicles leaving side roads or parking places.</p>

8	<p>Thank you for sharing the proposed plans to change the 30 mph speed limits to 20 mph in areas of Lodge Moor. As a resident in this area, I would like to register my objection to the plans. My main concern is that this plan (and other similar, already implemented plans in the city, including the low emissions zone in the city) are not taking a holistic approach to the city's transport, sustainability and infrastructure.</p> <p>While a lower speed limit is safe for pedestrians on the roads, it is only one category of population, who should mainly be <i>not</i> on the roads, except designated crossing and other situations which require additional care by the pedestrians, not drivers. If we extend the low speed limit argument, the best way is not to drive!</p> <p>The main reason that we do not take such a drastic step of "no driving" is to balance various aspects of the city and life, however, such a balanced and holistic consideration is not included in this plan. There are other and more impactful ways of improving road safety, given below, but the council has neither included them in this plan nor is generally concerned:</p> <ul style="list-style-type: none"> - condition of roads: road surfaces are in a very bad state, making them unfit and unsafe for drivers and others surroundings. Maintaining high quality of roads will significantly improve safety. - parking: on road parking is the main safety issue in Sheffield, especially with the hilly roads. In many areas, traffic can only move in one direction due to parking. This becomes even worse on bus routes. This needs to change and requires a bold and long-term vision for something that will improve road safety significantly. <p>Further, these plans ignore sustainability completely - the plans will mean that cars will have to use a lower gear, which uses more energy and produces more pollution (also true for EVs, I can explain separately as an expert on this matter). Vehicles will also spend more time for the same journey, which means even more pollution, causing higher illnesses and unsustainability. It also leads to more use of roads (vehicles will be on the road longer, which will erode the roads more), making roads unsafe and repairs more costly. Finally, the road users will need to spend more of their personal time on roads (a 50% increase in travel time for a one mile journey), making us as a community less productive (less time for other activities including job, leisure and family).</p> <p>In summary, this proposal will not solve the intended problems and will increase other problems. As such, a holistic approach is needed, considering all aspects of city life.</p>
9	<p>I object to 20mph speed limits, the hills around here are steep, especially Crimicar lane, and especially just past Hallamshire road. If you restrict the speed when it's snowed, which is every year, drivers will struggle to get up it as they won't have the momentum. I live on Crimicar lane, the amount of drivers who struggle as it is, is phenomenal.</p> <p>Lowering speed will block up the road, cause accidents as cars will be stuck and sometimes abandoned. This will cause chaos with residents.</p> <p>Th vast majority of drivers around here, respect the 30 mph limit as it is.</p> <p>Why is the council wasting money on something it doesn't need again !!</p> <p>Surely the amount of pot holes, uneven road surfaces, tarmac that is breaking away and needs repair is a better use of money.</p>
10	<p>Having received the recent extension to the Lodge Moor 20mph limit area I would like to raise my objection.</p> <p>I feel the increase in the area would be a waste in resources necessarily on multiple grounds.</p> <ol style="list-style-type: none"> 1. For all of the roads identified it is not possible to drive above 20mph due to parked cars and the current road condition 2. Better traffic calming methods should be invested in such as speed bumps like the hospital estate or priority give ways 3. If it were in place it would not be enforced and there is no benefit to it 4. The extended area is sufficiently away from Hallam school 5. More signs would just be ignored.

	<p>The funds would be much better spent on highway condition than this consultation and hopefully not the additional unenforced signs.</p> <p>I didn't object to the previous area due to the proximity to the school but this takes it too far.</p>
11	<p>I would like to strongly object to the proposed 20mph Speed Limit around the Fulwood area.</p> <p>I believe there is insufficient reasoning for this change and it would cause more traffic congestion and therefore an actual increase in potential collisions. There are sufficient paths for walking, so there is no reason people should feel unsafe walking.</p>
12	<p>I am in receipt of your letter dated 1st February 2024, with its attachment of a map showing the proposed areas involved in the scheme. Given that the road names are virtually unreadable even when using a magnifying glass, this is useless. Perhaps this is the idea?</p> <p>Whilst I appreciate that any objection by the public is unlikely to have any effect whatsoever, I would ask you to consider the following points:</p> <ul style="list-style-type: none"> . reducing the speed limit to 20 mph will inevitably lead to driver frustration, and therefore, almost certainly, to more accidents rather than fewer; . I can't imagine that it would be easy for anyone with a powerful car to drive it at 20 mph (even I find it difficult with a 1200 cc engine car). <p>Perhaps you might think about the following options to make roads safer:</p> <ul style="list-style-type: none"> . enforce the 30 mph restriction more rigorously; . ban cyclists from riding two or more abreast. <p>Do you have any substantial evidence that lowering the speed limit to 20mph will make roads safer for pedestrians? If so, what?</p> <p>Please take this email as registering my objection to the scheme.</p>
13	<p>As a local resident in Fulwood I wish to formally object to the above proposed scheme.</p> <p><u>Grounds</u> The proposed scheme will actually make the key roads in Fulwood more dangerous rather than less so in practice, especially for local residents. This is because of the additional frustration it will cause to the many through drivers who commute through the area on the way to and from work across the Mayfield Valley to North Sheffield and who therefore can be expected in practice to drive more dangerously in response to slower vehicles blocking them reaching their work destinations in time. <i>This already happens to some extent even with the current 30mph speed limits</i> and can therefore confidently be expected to become a worse danger unless the new limit is proposed to be continually enforced with the required extra manpower. However, I do not believe the latter requirement has also been proposed in this instance.</p>
14	<p>I hereby object to the proposed expansion of the 20 mph zone around Crimicar Lane. The evidence for these is low and all they do is annoy drivers and everyone will still drive at the same speed. Please note my objection</p>

15	<p>I find it totally ridiculous to bring such stupid speed limits in areas of Fulwood and Lodge Moor , ie. Crimicar Lane where once the children have gone to school and working people have left their homes for the day , this area is like a ghost town. The notion of trying to drive uphill at 20mph from Fulwood to lodge moor suggests that a very low gear will have to be used and an overrevving of the accelerator pedal.</p> <p>I am also wondering how you will police this idea as I understand from a recent issue of the Morning Telegraph that you are intending to have a 20 limit on almost all of the streets in our area. I look forward to seeing multiple police cars all wandering the area to catch those pensioners who are quite proficient at driving at 30 on empty roads having done it all their lives. !!!!</p> <p>The fact that having lived at my property in Lodge Moor for over 55 years I have in that time seen exactly 2 police officers. One who just drove down our street for no reason last year and a police lady who came out at my request to talk to a neighbour about carrying her baby in a car without a seat belt.</p> <p>I am also unable to understand why anyone would want to walk or cycle around here as most of my neighbours realise that to get anywhere they all need to use their cars.</p> <p>As I didn't vote for any party at present running this council I don't see why I should waste my time listening to your ridiculous ideas</p>
16	<p>I'm writing to object strongly against the proposed 20mph speed limit in Lodgemoor. I find the speed of 20mph is too low a speed for the area especially with the amount of traffic that redmires road gets at any time, this will cause a backlog of traffic for people travelling to work in the morning and evenings aswell as disruption to the local area, why when we have minimal traffic accidents in the area would you decide to spend on making it a 20mph area instead of actually spending on the likes of the road surfaces and the trees (of which some are in a disgraceful state) to put up 20mph speed signs is beyond me, well done to whoever has decided to propose this obviously they either have no idea of the area or are that pedantic they feel that maybe 1 or 2 cars which have overtaken them on redmires road has driven them to wanting 20mph to cover them, it's pathetic, leave the speed limits as they are, sort out the sunken road surfaces and the trees which are misshapen or damaged due to the recent weather and spend the rest on making the city centre more attractive to people instead of ruining it for people and having to make people travel to Meadowhall, to think of it, it must be the same person who came up with the idea of the clean air system in the city centre, how by stopping vans or vehicles of a certain year and co2 emissions is stopping the fumes and bad air travelling INTO the city centre by the environment. Hopefully this will be quashed before it gets approved.</p>
17	<p>I am writing to formally object to the proposed 20mph limit in Lodge Moor. The current 30 mph maximum speed limit is nationally recognised for urban areas and, for the majority of drivers in Lodge Moor, there appears to be a high level of compliance. There are some instances of motorists driving well in excess of the speed limit on the 40mph Redmires Road but within the Lodge Moor area my experience is that drivers are sensible and considerate.</p> <p>The proposal to limit the whole area to 20mph will be counter-productive. Generations of drivers have been taught that the legal maximum speed in a built-up area is 30mph and in the absence of any contravening facts or a national debate on the topic the common view is that this speed is still an appropriate limit for where people live. If a maximum 20mph limit is placed on the whole area of Lodge Moor, without an obvious rationale for its imposition most driving residents will a) become annoyed and b) disregard the new instructions.</p> <p>These roads are (obviously) most travelled by the residents of Lodge Moor and hence the lower limit – and the seemingly unnecessary additional inconvenience – will be experienced on a daily basis. Whilst you state there are potential benefits in your proposal, these are weak and there's no evidence provided that a) these are an issue today or b) these will be materially improved as a result. I fear you will lose the</p>

	<p>support of the Lodge Moor residents by tackling an easy 'soft' target rather than be seen to invest in solving some of the significant traffic issues in the city. For example, the stationary queues of traffic from the University RAB to the Weston Hospital during visiting hours (caused by the queue of cars waiting to get into the Weston car park) or the chaos of the railway station traffic system which can queue back to beyond the traffic lights on Fornham Street.</p> <p>Achieving compliance to a blanket 20mph limit will consequently be difficult. If you enforce compliance there will be additional Council costs and further anger from road users.</p> <p>Furthermore, your proposals will also limit the speed of buses through Lodge Moor. The bus service is bad and slow enough already without putting in measures to make it worse!</p> <p>Whilst my preference would be to leave the area as it is – no additional costs, no compliance issues, existing quality of bus service – if the Council is minded to go ahead with the scheme I suggest the following more focussed approach which, with communication, may have a higher level of acceptance from the residents:</p> <ul style="list-style-type: none"> • Access/Through roads – keep all access and through roads at current limits. These are needed to provide sensible traffic flow through, around and into/out of Lodge Moor. e.g. <ul style="list-style-type: none"> ○ Crimicar Lane ○ Redmires Road ○ Blackbrook road ○ Etc • Bus Routes – Maintain 30/40mph limits – these are access roads • Estates and Cul-de-sacs – reduce to 20mph. Specific (understandable) areas to target safer speeds in line with your safety aim. E.g. <ul style="list-style-type: none"> ○ The Fairway ○ Moorside ○ Lodge Moor Hospital ○ Etc • Schools – 20mph in the vicinity of Hallam school <ul style="list-style-type: none"> ○ Personally I'd also impose a clearway of the immediate area during the start and end of school to reduce incidents from parents parking unsafely too close to the school and increasing the risk to others • Lodge Lane/Blackbrook Road/Redmires Road junction – introduce a traffic calming measure to reduce the number of collisions at this junction <p>I would run this scheme for 12 months and report back to the residents on the success (or otherwise) of the changes – via appropriate data collected through this period and previously (reduction in the number of accidents / incidents etc). If the scheme has not been successful it should be reverted back to the nationally accepted 30mph limit.</p>
18	<p>I am writing this letter in objection to your proposals. Today's modern cars travelling at 20mph will probably be in 2nd gear whereas a car doing 30mph will be in 3rd gear and therefore doing the same amount of revs per minute. The time taken to travel 20mph to 30mph is 50% longer and therefore pollution will be 50% higher. This could be a detriment to residents and at worst case scenarios, premature death.</p>
19	<p>I wish to raise a formal objection to the proposed 20mph roads around lodge moor, having lived here for many years I know the area well and drive and walk frequently on these roads.</p> <p>I feel the proposed considerably lower speed limit is unnecessary and just an additional way to waste council funds. These roads are small enough that you struggle to even get over 20mph and anyone who does speed will take no notice of any new regulations or signage. In particular the lodge moor estate where I live with my family, the speed bumps make it impossible to get over 20mph, and now you will install ugly eyesore signs to state 20mph which people do anyway. This estate is not at risk of speeding or dangerous driving, everyone is very considerate.</p>

	<p>As a frequent walker, with very small kids, I do not feel speeding is the issue on the roads, there is always good visibility along roads with good sized roads. I would rather raise the issue of a limited number of dropped kerbs - for pushchairs, for example walking from red mires to the row of shops, there is no dropped kerb on the car park side at the end of the footpath. If you are so concerned about speeding then install crossings or speed bumps, not huge numbers of ugly signs and notices.</p> <p>I do hope that the council money is not wasted on this, all these new 20 zones are only being introduced as the council now has the power to do so, rather than that they are needed.</p>
20	<p>Although I agree that a 20mph speed restriction is of benefit in the immediate environs of a school during the time of arrival and departure of pupils and on little used side streets like my own Peterborough Drive, I wish to object in the strongest possible terms to a reduction in the speed limit on main thoroughfares such as Crimicar Lane and Redmires Road.</p> <p>I have ME which causes chronic fatigue and orthostatic intolerance which drastically limits my ability to sit/stand upright. I am rarely able to leave the house but a speed reduction from 30mph to 20mph would mean that my journey to and from the dentist for example, which currently takes 20 minutes, would be increased to 30 minutes and could well mean that I am no longer able to drive there myself. Even a healthy person has the right to travel at a modest speed in order to avoid spending too great a proportion of their time travelling. This order and similar ones for other areas of the city are combining to overly restrict the freedom of drivers and are overly weighted in favour of pedestrians.</p>

Appendix D

Support / other comments

1	<p>Thank you for consulting with residents about the proposal to restrict the maximum speed limit in certain parts of Lodge Moor.</p> <p>If the proposal includes Crimicar Lane, I agree and am enthusiastic. If the proposal excludes Crimicar Lane, I still agree.</p> <p>My only issue relates to enforcing these sensible speed restrictions. They seem to be ignored in Crosspool and elsewhere. Indeed, when I adhere to them, other motorists become confused and/or annoyed causing further hazards. Maybe the speed restrictions signs need to be more frequent and prominent.</p>
2	<p>I am in favour of the proposed 20 mph areas in Fulwood/Lodge Moor.</p> <p>My only comment would be to suggest slight extensions along Blackbrook Road as the current proposal ends right at a crossing point; we wouldn't want people speeding up towards the 30mph sign at the crossing.</p> <p>Also, Lodge Moor Road. There is a section of this road that doesn't have a footpath but it's popular with walkers. Could the 20mph zone be extended along this road, at least until the pedestrian entrance to the estate?</p>
3	<p>I am writing to give my support to the proposed 20 mph speed limit in the above areas. As a resident of Lodgemoor for nearly twenty years, I have noted the gradual increase in both volume of traffic and its speed around many of the areas highlighted in your plan. I drive, cycle and walk regularly around my locality and excessive motor vehicle speed is a concern. Indeed, last week I witnessed yet another near-miss on Blackbrook Road as a car raced along this road, certainly above the statutory 30 mph limit, and nearly hit another road user; this incident could have been avoided through improved roadcraft, including a reduced speed. There are, however, two aspects that your plan must include for this 20 mph limit to be effective.</p> <p>1) Blackbrook Road: this needs traffic calming measures installed as a matter of urgency. This road is used as a short cut by commuting traffic and many drivers travel too fast down the hill increasing the risk of colliding with other road users, certainly though joining Blackbrook Road from adjacent streets. As above, the near miss I witnessed is one of many that occur along this road. A 20 mph sign will not prevent this happening but road humps would.</p> <p>2) Reduction of Speed limit on Redmires Road to 30 mph: There is no mention of reducing the speed limit of Redmires Road. At present, Redmires Road is set at a limit of 40 mph. Lodegmoor is seeing an increase in its population with more housing being serviced by Redmires Road. The corollary to this, however, is that the road is now very much part of a highly populated built-up area where the speed limit should be reduced to 30 mph. This would be in keeping with current road traffic regulations for speed limits in such areas. At this stage, introducing 20mph limits around the estates would be immediately negated because the limit on Redmires Road remains at 40 mph.</p> <p>Your own documents note that many collisions could be avoided if speed was reduced and again, the Blackbrook Road- Redmire Road junction sees several road traffic collisions/year. I suspect speed and poor road craft are significant contributing factors to that statistic. Consequently, in my view, there is little justification for keeping the 40 mph limit on Redmires Road and this should now be reduced to 30 mph. In doing so, this would enable a much smoother transition from the higher speed zone to the 20 mph zone for all motor vehicles.</p>

	As above, I am in full support of the 20 mph areas but you must also look to lower the speed on Redmires Road too.
4	We recently received your writing about proposed 20mph speed limits in our area and, more particularly, on our road, Crimicar Drive. We very much welcome this initiative and support it for the reasons given in your letter from 1 February.
5	<p>I would like to register my support for this proposal and would like to offer the following comments:</p> <p>1) I note that for Blackbrook Road, the proposed 20 mph limit only covers “from its junction with Redmires Road to a point 66 metres south of its junction with the southern kerb line of The Pines”. It would, therefore, appear that the section of Blackbrook Road south of this point is not covered by the proposal. This part of Blackbrook Road runs alongside the ‘Spider Park’ which is used by many people, including lots of children as there is a well-used playground area within the park. In addition, many people cross Blackbrook Road at this point to access the Public Footpath along Redmires Conduit. For traffic travelling northwards on Blackbrook Road, the 20 mph speed limit would only be reached just by one of the main entrances/exits to the park. I would suggest, therefore, that the proposal be extended southwards along Blackbrook Road at least to Moorside, to reduce the speed of traffic well before it reaches the park entrance. This follows the overall rationale given for the proposal: “Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children” (my emphasis in bold).</p> <p>2) I note that Redmires Road itself is not covered by the proposal and currently has a speed limit of 40 mph. There are a number of points along this road where people, including children going to school, have to cross the road to access bus stops without any controlled crossings. Would this not be an appropriate time to reduce the speed limit on this road to 30 mph, for the same overall rationale given above.</p> <p>While we are generally supportive of the 20mph plan for the Lodge Moor area where we live, we have 2 observations to make:</p> <p>Moorside (where we live) currently has 15mph signed at the entrance to the estate. We would wish to see that speed limit remain in force.</p> <p>The proposal map shows the 20mph zone along Blackbrook rd ending just south of the Moorside estate entrance. We would like to propose that it be extended to cover the entire length of Blackbrook rd. The section south of the Moorside entrance to its meeting with Harrison Lane is very narrow with a restricted view and no footpath. It is popular with walkers, runners, cyclists, horse riders etc heading into the Mayfield valley. Many drivers travel at less than 20mph in that area anyway but for the few who do not perhaps a 20mph speed limit will slow them down.</p>
6	I agree with the additional 20mph areas, particularly along Black brook Road which is treated like a race track
7	I live in the Lodge Moor Area and fully support and welcome the proposed introduction of the 20mph zone, particularly on Blackbrook Road. However I think further traffic calming is required at the entrance to the park on the aforementioned road. Traffic comes over the hill at great speeds and down passed the entrance where there are frequently children coming out of the park and clear vision is often blocked by parked cars. I'm surprised there hasn't been a serious accident there already. The introduction of a 20mph speed limit will help, hopefully,

	<p>extremely stressful for pedestrians to negotiate. It is hard for the many recreational walkers enjoying the semi-rural neighbourhood to avoid including this section in their routes. The verges get churned up by drivers struggling to pass each other. This section of Blackbrook Road cries out for traffic lights or some other physical control. Failing that, then including it in the 20mph area would be a useful first step forward.</p> <p>The road layouts in this area are completely outmoded and unsafe for pedestrians - wide junctions encourage drivers not to slow down when turning. A 20mph limit might reduce the danger and intimidation. There are many elderly people living around here and their health and well-being depend on being able to walk safely around the neighbourhood including to shops and bus-stops.</p> <p>Even on the cul-de-sac Blackbrook Drive some drivers speed recklessly if they see an empty roadway ahead. We suspect they are trying to access the housing estate on the former Lodge Moor Hospital site and have failed to spot the cul-de-sac signage.</p>
16	I am writing on behalf of my household to express support for the proposed extension of the 20mph area that includes Crimicar Lane. The road is so parked up, anything faster is generally a challenge anyway.
17	I write to let you know that my wife and I STONGLY SUPPORT your plans for an additional area for the Lodge Moor 20mph speed limit area. In particular we support a 20mph speed limit on Blackbrook Road where drivers often go far too fast – especially noisy motor bikes.
18	<p>Thank you for the opportunity to comment . I am in favour of all the proposed 20 mph limits including Crimicar Lane, but would also like to include 2 further areas</p> <p>1 . Include Blackbrook Road from beyond the Pines towards the junction with School Green Lane . This road is narrow with a footpath no more than 15 inches in place. The road is subject to streams of traffic which provide a very serious danger to pedestrians, dog walkers and cyclists.</p> <p>2 . Include the whole of School Green Lane which serves as a speed track for some motorists and is built up on both sides for part of the way .</p>
19	I write simply to support the proposed 20 mph plans for Crimicar Lane and additional areas, as per correspondence received recently and dated 1st February, 2024.
20	Please disregard my previous email (below). The first sign I saw was in Lodge Moor but the next one (in Fulwood) was the one I read. The ones in Lodge Moor do include Blackbrook Road and Moorside so I am in favour of the scheme sorry to have bothered you.
21	<p>I am responding on behalf of CycleSheffield.</p> <p>We support the introduction of the 20mph zone around Lodge Moor. Lowering traffic speeds improves safety for everyone, including people cycling. It creates a more pleasant environment where walking and cycling are enjoyable and local neighbourhoods are more pleasant places to live, work, etc.</p> <p>We ask that Redmires Road and Crimicar Lane are included in the 20mph zone.</p>
22	I'd like to register my support for the proposed 20mph speed limit being widened. I whole heartedly support this proposal.
23	Having received your letter dated 1st February I am writing to register my support for your proposed 20mph zone in Fulwood, in particular for the inclusion of Crimicar lane in the proposal.
24	I wish to register my support for the proposal 20 mph speed limit area.

25	I am writing to express my full support for the proposed 20mph speed limit in Lodge Moor. I live in Rochester Road which gets quite busy with people going to and from the shops. Many people drive far too fast down a road with a blind bend on it. People's pets have been killed on here and we've also had a collision between 2 cars.
26	Just wanted to voice support for the 20mph zone in Crimicar Lane area.
27	<p>Thank you for your letter of 01-Feb posted through our door at 46 Rochester Road.</p> <p>We are fully in support of extending the 20mph limit to the west of Crimicar Lane, including Rochester Road.</p> <p><u>Any reduction in speed will reduce risk to all hazards, including parking on or opposite the Lodge Moor shops, and we fully support your proposals.</u></p>
28	<p>I support the proposal to include Crimicar lane in the proposed Fulwood 20mph zone.</p> <p>As a resident of Crimicar lane I'm sure I will find it difficult to adjust to a lower speed limit, but feel that the benefits for the neighbourhood outweigh any personal inconvenience.</p>
29	I think this is an excellent idea. I'm really pleased Crimicar Lane is to be included; for years this road has been a nightmare with regard to people speeding.
30	I write to express my absolute support and that of my wife for the above proposal. Such a move is long overdue; indeed, when the 'Old Hospital' estate was first opened, a 20 limit was in force, only to be unceremoniously replaced - without consultation - soon after.
31	I'd like to add my support to the 20 mph proposal. I can't say I've never driven above 20 in any of the other 20 mph areas, but the signs have certainly made me keep my speed right down.
32	<p>Hi, and thank you for your letter regarding the new proposed 20mph speed limit area for Lodge Moor from Crimicar Lane west.</p> <p>I strongly support the proposal across the locations suggested, and am keen to see the widespread and proven benefits of a 20mph implementation in the location, and elsewhere.</p> <p>I wasn't aware of the consultations unfortunately, but if I may suggest that a couple of items are carefully considered to make the most of this proposal:</p> <ol style="list-style-type: none"> 1. That the section of Blackbrook Road from Redmires Road southwards to the end of the proposed zone has stronger measures than signage. The current speed limit is often ignored by drivers going in either direction here, and the exit from Lodge Moor Road has very limited visibility. 2. That the southern most point of the start of the 20mph zone is extended at least alongside the Spider Park, to potentially start at Moorside or the crest of the rise. This is due to the numbers of vehicles that park here, and access by families often with small children on this section of road, as well as the proximity of the road to the pavement. <p>Thank you and I wish you every success in rapid implementations of 20mph zones in this area and across other locations in Sheffield.</p>

33	<p>I wish to register my very strong support for the above 20mph speed limit extension.</p> <p>I am delighted that local residents' views have been taken into consideration in this proposal to extend the already proposed Fulwood scheme.</p>
34	<p>Thanks for the information about the proposed 20mph area. We are residents of Blackbrook Rd, and would like to give feedback.</p> <p>We are fully <u>supportive</u> of this initiative and happy to see it go ahead as soon as possible.</p> <p>A few additional points for your consideration: The junction of Blackbrook Road and Remires Road is a local accident black-spot. As there is a rise in Blackbrook road, before for the junction, cars often do not see the give-way line. Reducing speed will allow more time for them to stop. In addition, cars coming fast up Lodge Lane also overshoot the junction. I would recommend including the top part of Lodge Lane into the 20mph zone. Finally, the descent from Moorside to The Pines on Blackbrook Road is steep and cars often exceed the speed limit. The narrow point at the conduit, where the 20mph limit is proposed to start, is a frequent pedestrian crossing area. Children take this route home from school. I would recommend starting the 20mph zone higher up the hill, to make this safer, while the work is being done. Thanks again for this important work, and the opportunity to comment.</p>
35	<p>I have read your proposals and as a resident of 14 years I fully support your proposals to introduce a 20mph limit. Thank you for your work on this project</p>
36	<p>Please registered me as a supporter of the 20mph speed limits proposed. I live on Blackbrook Road and think 20 mph would be safer.</p>
37	<p>I think it's brilliant that you plan to extend the 20mph area to include Crimicar Lane. We live on Crimicar Lane and find it a dangerous place. It's terrifying just getting off the drive some days. (Some double yellows would help!)</p> <p>My husband has recently given up cycling to work after his 6th accident on Fulwood Road. Anything that improves safety is welcome.</p>
38	<p>I heartily agree with the 20 mph limits in my area S Dingle</p>
39	<p>I am pleased to see the introduction of a 20mph on Crimicar Lane BUT I also think this should be extended to Worcester Road , as this used as a rat run /shortcut from Crimicar Lane to Redmires Road by cars, vans & HGV etc. Numerous pets have hit & killed by various vehicles going at well over 30mph , it is also unsafe for pedestrians crossing the road especially the elderly and people crossing with pushchairs. It should also have a weight limit/restriction for HGVs to stop them also using it as a shortcut</p>
40	<p>I write in full support of the plans to extend the 20mph area to Lodge Moor. As a resident of Blackbrook Road I have observed that speeds of traffic are frequently well in excess of current limits</p>
41	<p>I am writing to inform you of my acceptance of the proposed extension of the speed limit in the Lodge Moor area</p>
42	<p>A letter arrived today notifying me that the proposed 20mph speed limit zone may include the road I live on.</p> <p>You may not be familiar with the road, it is ~130metres long with a right angled bend around the 100m position.</p> <p>The cul-de-sac ends at the highest point so vehicles dive around the bend, then accelerate up the remaining 100m straight road, to the top to turn the vehicle round, then speed down to their destination.</p>

	<p>There have been a number of minor, unreported, vehicle accidents at the bend which may not have happened at a lower speed.</p> <p>It puzzles me why anyone would approach a blind corner at 30mph where there may be an oncoming vehicle with priority, but it happens and not always within the existing speed limit.</p> <p>I am pleased you are considering this extension and <u>support the proposal</u>.</p> <p>My only concern is the sole introduction of 'sign only' measures at this stage, I would be happy to see <i>pinch-point</i> planters on the road, including outside my home to slow progress practically</p>
43	<p>My response is, I am delighted that you are considering this and, wholeheartedly, approve of the plans.</p> <p>Unfortunately, Crimicar Drive is a race track and a miracle that, to my knowledge, nobody has been injured by a speeding vehicle.</p>
44	<p>I support the extension of the 20mph speed limit on Crimicar Lane and in Lodge Moor</p>
45	<p>Writing to support the 20mph introduction to the extended arras named on your map/ letter delivered today (2nd Feb)</p>
46	<p>I have received your paperwork for the 20 mph speed limit, I know about the Fulwood project as my daughter lives there, I am on Peterborough Road which is Lodge Moor, I see additional areas are on your plan so I hope we come into this the 20 mph will be welcomed by me, I have reported Peterborough twice we do have motorists and vans doing what they like, we also have quite a few young children on our road plus pensioners anybody who doesn't agree I presume they want to do as they like</p>
47	<p>Having looked at the Statement of Reasons and Notice and the Plan on your website I write to express our approval for the proposed scheme, which should improve the safety and quality of life of the residents involved, many of whom are elderly. Just 2 comments:</p> <ol style="list-style-type: none"> 1. In the Notice, but not the Plan, Redmires Road is included. Given that the Fairway is included, we strongly urge that the section of Lodge Lane between Redmires Road and The Fairway, and possibly beyond, is included. Residents walking from The Fairway to the shops on Rochester Road have to walk along this piece
48	<p>I support the extension of the speed limit area.</p> <p>I also would like to see the construction of either traffic lights or a roundabout at the crossroads (Lodge Lane, Blackbrook Road, Redmires Road). It is an accident black spot and the signage on the approach to the crossroads from Blackbrook Road is confusing and badly placed to indicate the upcoming junction. In addition patients leaving Blackbrook Surgery who wish to cross Redmires Road to catch the 51 bus towards Sheffield have no safe means of crossing the road: traffic lights could incorporate a safe crossing.</p> <p>On Lodge Moor Road there is a section of pavement missing to allow pedestrians to safely exit the old Lodge Moor Hospital site on foot towards Blackbrook Road. I live here and regularly walk with my four year old granddaughter and it is very dangerous indeed.</p>
49	<p>I am definitely in favour of reducing the speed limit in the Fulwood and Lodgemoor area. I live in Crimicar Drive and the crossroads of Crimicar Lane, Hallamshire Road, Moorcroft Road is a definitely a blackspot and I have seen so many near misses as those coming down Crimicar Lane race along down hill without a care for anyone else. School children cross at this crossroads on their way to school. (Could there be a zebra crossing? It is a dangerous place. As well as the 20 mph on Crimicar Lane I believe what is needed is a sign saying a warning for the crossroads or one of those signs with a smiley face or sad face. It is a blind corner</p>

	<p>and with cars driving far too fast you take your life in your hands when crossing even when you have carefully checked if the road is perfectly clear, all of a sudden round the bend a car is racing towards you downhill.</p> <p>I am so glad this step is going to happen it will save lives and accidents as these roads are used as cut throughs to cross the Mayfield valley and not used for their original purpose of tootling around suburban built up area. Especially in the rush hour there is a steady stream of traffic racing to get to work or schools.</p> <p>I am grateful you have given the public an opportunity to voice their opinion</p>
<p>50</p>	<p>I support the proposed 20mph speed limit, but ask that traffic calming for Blackbrook Road be considered seriously.</p> <p>The current 30mph limit does not deter many drivers who see the straight stretch and drive dangerously fast.</p> <p>I doubt if the 20mph limit on that road will be enough of a deterrent. Traffic calming would stand a better chance of reducing the number of accidents where Blackbrook Road reaches Redmires Road at the top end of Lodge Lane.</p>