



## Report to Policy Committee

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**Report of:** Wil Stewart

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

**Date of Decision:** 19<sup>th</sup> July 2023

**Subject:** Our Council and The Way We Travel decarbonisation routemaps

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? 2089				
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 (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended).”</i></p>				

### Purpose of report:

The purpose of this report is to brief the committee on the Decarbonisation Routemaps and to seek approval of the chapters contained within Tranche 1 which include chapters covering the Introduction, Our Council, The Way We Travel.

**Recommendations:**

That the Transport, Regeneration, and Climate Policy Committee approve the chapters contained within the Tranche 1 Decarbonisation Routemap at appendix 1 to this report.

**Background Papers:**

**Pathways to Decarbonisation reports and 10 Point Plan for Climate Action** (located in the downloads in the Council's climate emergency webpages [Our long term plan for climate change | Sheffield City Council](#)).

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>Kerry Darlow</i>
		Legal: <i>Nadine Wynter</i>
		Equalities & Consultation: <i>(Insert name of officer consulted)</i> Ed Sexton
		Climate: <i>(Insert name of officer consulted)</i> Victoria Penman
	<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	<b>SLB member who approved submission:</b>	<i>Kate Martin</i>
3	<b>Committee Chair consulted:</b>	<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.	
	<b>Lead Officer Name:</b> <i>Mark Whitworth</i>	<b>Job Title:</b> <i>Sustainability and Climate Change Manager</i>
	<b>Date:</b> <i>5<sup>th</sup> July 2023</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; 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 (2023-25 for Tranche 1) 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.

These are set out in the document at appendix 1 to this report.

1.2 Everyone in the city will need to change the way that they live their lives in the coming years, both to minimise the harm that the climate emergency will lead to and to adapt to a changing world: this is a transition which is coming to the whole country and world, similar to the transition that was experienced in the 18<sup>th</sup> and 19<sup>th</sup> centuries when Sheffield and other northern cities led the world in the industrial revolution. Whilst it may seem daunting, as a Core and leading city, Sheffield is a strong position to play a leading role in this transition as well as in previous ones. By acting early and with commitment and ambition, we can ensure that Sheffield is a healthy, desirable place to live and where people and businesses can thrive as the climate changes and as other leading cities and other places race to improve their homes, infrastructure and economy to meet the challenges of the climate emergency.

1.3 There is a huge up-front investment required to transition to a net zero city and council. We do not seek to put a fixed cost on this as the numbers change as technology and prices change (the UK's Committee on Climate Change has twice reduced its estimate of the costs of tackling climate change because it underestimated how quickly technology costs would fall) but it is in the order of many billions. The view of the Committee on Climate Change and other experts is clear also that there are significant economic and other benefits that come as a result of transitioning early towards net zero. A "do nothing" or "do little" option would have long term economic costs to the city and Sheffield will fall behind other cities in the UK, with poorer housing conditions not fit for purpose in a warming

climate, fewer and more expensive transport options, poorer health and an uncompetitive economy with businesses vulnerable to lack of investment due to not complying with investor and lender risk requirements.

1.4 In view of the available resource, changing pace of technology and the scope of what is required, it is planned that the routemaps will be developed over a series of chapters, and that they will be live documents, with the remaining chapters being developed during 2023 and 2024 and actions being added to all chapters over the coming years.

1.5 This report includes the introduction to the routemaps, as well as the chapters covering Our Council (decarbonising Sheffield City Council) and The Way We Travel (decarbonising the transport system and the way people travel around Sheffield), and the actions covered in this iteration cover the known actions over the period 2023-2025.

1.6 Our first annual report on the progress made during 2022/23 will also be forthcoming in the autumn.

## 1.6 **Summary of the routemaps**

1.6.1 The introduction outlines the impacts that Sheffield is likely to experience as a result of change:

- Wetter winters and more intense rainfall events resulting increased surface water that exceeds the capacity of drainage systems, and lead to more frequent, severe flash flooding.
- Warmer, drier summers will affect quality and quantity of food and water supply, and damage buildings and infrastructure.
- Changing climate will hugely impact the plants and wildlife we know and love.
- Increased energy demand and reducing fossil fuels leads to further price increase unless we see a drastic shift to renewable energy and increased energy efficiency.

1.6.2 The impact of these changes will be very significant for the city. People, communities and businesses will need to adapt and respond to a changing climate, but **we need to, and can, act now to minimise climate change. Fundamentally, the actions that need to happen to minimise climate change and for Sheffield to thrive in the net zero society to which we are all moving will also have a wide range of other benefits.** Whilst preventing the worst effects of climate change has to be our primary goal, wider benefits include:

- jobs and economy, including community wealth-building
- health and wellbeing
- nature and green spaces
- safety and community
- lower energy costs

- energy and energy cost security
- reduced pollution
- warm healthy homes

1.6.3 The introduction also states the principles we work to, which are broadly the same as the '10-Point Plan for Climate Change'

- An inclusive, just and fair transition
- Focused on impact
- Collaborative
- Creating resilience
- Maximising wider benefits
- Long term
- Innovative and creative
- Nature-focused

The first principle, an inclusive, just and fair transition, is paramount, and will guide all our actions.

1.6.4 The Our Council chapter states the goal that **by 2030, Sheffield City Council will have reduced its emissions by 95% to lead by example as a net zero organisation.** The actions in the chapter work towards seven objectives:

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

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

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

**D** Our street-lighting is decarbonised by reducing energy consumption.

**E** Our land management supports the Council's and city-wide net zero target.

**F** Our procurement, governance and decision making will support the Council's and city-wide journey to net zero.

**G** Our employees are carbon literate and fully engaged in the Council's journey to net zero.

1.6.5 The Way We Travel chapter has a goal that **by 2030, all our people and organisations will have access to ultra-low emission options for travel, resulting in 419 ktCO<sub>2</sub>e (65%) reduction in transport-**

**related carbon emissions.** The actions are grouped around six key objectives:

**A** Strategic decision, taken in line with a clear vision and policy.

**B** Improved walking, cycling and wheeling routes and facilities that enable safe and inclusive participation.

**C** Improved low-carbon public transport network to provide attractive alternatives to private vehicle journeys.

**D** Goods and services provided via a consolidated low-carbon LGV/HGV and freight/delivery system to reduce vehicle journeys and road traffic.

**E** Decreased vehicle emissions and improved air quality through a shift to electric and zero-emission vehicles.

## **2. HOW DOES THIS DECISION CONTRIBUTE?**

- 2.1 The routemap chapters provide an outline of the work which will be taking place over the next two years to work towards the decarbonisation of the local authority and towards the decarbonisation of transport in the city. It contributes towards the Council's commitment to work towards decarbonising the city and Council by 2030, and it is anticipated that the transition to net zero will be key elements of the forthcoming corporate plan and city goals.

## **3. HAS THERE BEEN ANY CONSULTATION?**

- 3.1 The majority of actions in both The Way We Travel chapter and Our Council are already approved and have either already been subject to consultation, or will be in the future, or do not explicitly require consultation.
- 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, and as first steps, a Climate Summit event was held in November 2022 to bring together a wide range of organisations across the city to start exploring the action needed on climate change. Specifically for the routemaps, organisations and representative groups have been consulted for the Way We Travel chapter, and Council employees and union representatives have been consulted for the Our Council chapter. In both chapters, consultees have been invited to contribute to the routemaps via online sessions, a survey and one to one conversations.

- 3.3 In January 2023 the Transport, Regeneration and Climate Policy Committee approved the formation a Task and Finish Group of six cross-party members to oversee work to develop the Decarbonisation Routemap to the point of bring these through for approval at committee.

Four online sessions were held with members, covering engagement; the introduction; The Way We Travel and Our Council chapters. Members were presented with ongoing drafts of the routemap chapters, discussed emerging gaps, provided guidance on strategic and policy positions, and fed back discussions to their parties.

A final round-up session was held post-election, with the new Chair of the Transport, Regeneration and Climate Policy Committee replacing the departing Chair. The group reviewed the current draft for sign off and considered feedback from the engagement sessions and how this had been taken into consideration.

#### **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 plan, and both of these have shaped its development. The Assessment in 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 plan 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 and this work is ongoing. 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.

4.2.2 The actions within the routemap chapters are either already funded, can be delivered within existing resources following reprioritisation or will be the subject of subsequent committee reports. 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. There are actions in which commit us to working to reduce the carbon emissions we are indirectly responsible for through via our procurement. These may potentially have additional up-front costs but decisions will be taken on a case by case basis.

4.2.4 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 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. The true financial implications of the decarbonisation of the local authority and the city 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



financial benefits (for example, if 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 directly from this report. There may be legal implications arising from the implementation of proposals within the decarbonisation routemaps 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. This tranche 1 of the Routemaps covers Our Council and The Way We Travel. Tranche 2 and 3 will then be developed across 2023-24 and are expected to be co-developed by other services and stakeholders where applicable. If implemented in full, the routemaps have the potential to create large reductions in emissions over the coming years.

#### 4.4 Other implications

##### 4.4.1 **Human resources**

The Our Council chapter provides for actions to support employees to become carbon literate, to include our position in induction and in job roles and descriptions, and 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.

##### 4.4.2 **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 Our Council routemap will benefit the public's health through:
- improving air quality by decarbonising fleet (though particulate matter will still be an issue);
  - creating more opportunities for community food growing through land management – linking directly to the Council's [Food and Obesity Strategy 'Fairer, Healthier, Greener'](#); and
  - improve employee health through increased levels of active travel (engaged employees).

4.4.2.3 The Way We Travel routemap will benefit the public's health through better active travel (walking, wheeling and cycling routes) as well as improved public transport options and better air quality.

4.4.2.4 Across these two routemap chapters, and 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 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 is the preferred option because it will allow progress to be made at pace and for plans to iterate over the coming years.