

Agenda Item 4

SHEFFIELD CITY COUNCIL

Transport, Regeneration and Climate Policy Committee

Meeting held 30 October 2024

PRESENT: Councillors Ben Miskell (Chair), Andrew Sangar (Group Spokesperson), Craig Gamble Pugh, Ian Horner, Ruth Mersereau, Janet Ridler, Richard Shaw, John Wright and Christine Gilligan Kubo (Substitute Member)

30. APOLOGIES FOR ABSENCE

30.1 Apologies for absence were received from Councillor Alexi Dimond. Councillor Christine Gilligan Kubo attended as a substitute member.

31. EXCLUSION OF PRESS AND PUBLIC

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

32. DECLARATIONS OF INTEREST

32.1 Councillor Richard Shaw declared an interest in Agenda Item 9 – Transforming Cities Fund: South West Bus Corridors – as a local ward member.

33. MINUTES OF PREVIOUS MEETING

33.1 Subject to the correction to Minute No. 29.2 regarding Network Rail, the Minutes of the meeting of the Committee held on 11 September 2024 were approved as a correct record.

34. PUBLIC PETITIONS, QUESTIONS AND STATEMENTS

34.1 Nine questions had been received that related to the remit of the Committee. Written responses had been sent to the questioners and published on the Council's website.

34.2 Two supplementary questions had been received relating to remit questions, the questioners were not able to attend the meeting to ask their questions therefore a written response would be provided and published on the Council's website.

34.3 No agenda-related questions, statements or petitions had been received.

35. MEMBERS' QUESTIONS

35.1 No questions were received from Members of the Committee.

36. WORK PROGRAMME

36.1 The Principal Democratic Services Officer submitted a report containing the

Committee's Work Programme which detailed all known, substantive agenda items for forthcoming meetings of the Committee to enable the Committee, other Committees, officers, partners and the public to plan their work with and for the Committee.

36.2 In response to Members' questions, officers agreed to provide an update on the Local Plan timeline.

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

1. agrees the Committee's work programme, as set out in Appendix 1, including the additions and amendments identified in Paragraph 4 of the report and any agreed by Members at the meeting; and
2. notes the referrals from Council and Committees (petition and resolutions) detailed in Paragraph 2 of the report and reported in the meeting, and agrees the proposed responses set out.

(Note: Councillor Christine Gilligan Kubo entered the meeting room).

37. DEVELOPMENT OF SHEFFIELD WALKING, WHEELING AND CYCLING INVESTMENT PLAN

37.1 The Principal Transport Planner, Senior Transport Planner and Assistant Director – City Transport presented a report on the development of a long-term Walking, Wheeling and Cycling Investment Plan for the city. The report provided an update on the development of the Plan and sought approval for the scope and objectives as well as the approach to identifying city-wide networks for walking, wheeling and cycling and the approach to prioritising areas for medium-term investment planning.

37.2 The report also fed back on the Community Evidence Base, developed using the approach approved by this Committee on 13 March 2024, and how that would be built on as work on the Plan progressed.

37.3 In response to Members' questions, officers agreed to amend Appendix 1 to show the correct Local Area Committee for Fox Valley.

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

1. notes the development of a Sheffield Walking, Wheeling and Cycling Investment Plan, and the South Yorkshire context;
2. welcomes the feedback on the engagement activity undertaken, and the development of the Community Evidence Base, as approved by the Committee on 13th March 2024;
3. agrees the scope of the Plan;

4. agrees the objectives of the Plan; and
5. agrees the approach to identifying areas for medium-term investment planning and city-wide network planning.

37.5 Reasons for Decision

- 37.5.1 The Transport, Regeneration and Climate Committee is recommended to agree the recommendations as set out in the report. This will enable work on the Plan to progress, in conjunction with the South Yorkshire family of Plans, and in conjunction and collaboration with a South Yorkshire Active Travel Strategy being developed by the South Yorkshire Mayoral Combined Authority (SYMCA).
- 37.5.2 This will enable the Plan to influence investment planning across South Yorkshire, including having material weight in the development of the programme for the main transport funding stream expected to be available in the mid-term (CRSTS2 for 2027-2032).

37.6 Alternatives Considered and Rejected

- 37.6.1 Alternative Option 1: do-nothing. It would be an option not to develop a Sheffield Walking, Wheeling and Cycling Investment Plan at all. However, that would mean that we would not have a plan with evidenced priorities for any future investment and would not be able to take advantage of any funding that becomes available.
- 37.6.2 Alternative Option 2: do-less. It would be an option not to develop a city-wide Sheffield Walking, Wheeling and Cycling Investment Plan. This is what happened with the first South Yorkshire LCWIP, where Government asked for the identification of a limited number of strategic cycling and walking routes as part of the then Industrial Strategy. This is what was done – and those routes are being rolled out through the current programme (with the Transforming Cities Fund and Active Travel Fund monies). It has meant that when additional funding opportunities become available, there is no prioritised programme for taking forward into bidding for that. This would not be in line with SYMCA plans for across South Yorkshire.

38. TRANSFORMING CITIES FUND: SOUTH WEST BUS CORRIDORS

- 38.1 The Assistant Director – City Transport presented a report on the receipt of objections and concerns regarding the advertised Traffic Regulation Order (TRO) required to fulfil the objectives of the Connecting Sheffield: Abbeydale Road and Ecclesall Road project. If approved, the TRO would replace existing TROs and implement amendments to bus lanes and amendments to waiting and loading restrictions.
- 38.2 The report also set out the background to the scheme which the order was intended to facilitate, other consultation comments, officer feedback and recommendations.

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

1. considers the objections to the proposed TRO; and
2. authorises the making of the TRO as set out in the TRO plans in Appendix B and notes that officers will then inform all objectors accordingly.

38.4 **Reasons for Decision**

38.4.1 The proposed Connecting Sheffield: Abbeydale Road and Ecclesall Road project aims to:

- Improve sustainable access along the London Road, Abbeydale Road and Ecclesall Road corridors both to and from the city centre.
- Provide the opportunity for faster, more reliable, more consistent, more attractive and more viable bus services along the London Road, Abbeydale Road and Ecclesall Road corridors.

38.4.2 The proposed TRO is required in order to implement the scheme and meet the above aims.

38.5 **Alternatives Considered and Rejected**

38.5.1 All elements of the TRO are required to enable the full implementation of the Connecting Sheffield: Abbeydale Road and Ecclesall Road project. Without the TRO the full benefits of this project will not be realised.

39. FURNACE HILL AND NEEPSSEND CATALYST SITES

39.1 The Principal Development Officer and the Head of Regeneration presented a report to update the Committee on the delivery of Catalyst Sites in Furnace Hill and Neepsend, which had the potential to accelerate housing-led regeneration aligned with the City Centre Strategic Vision. The Council had supported its partner, Homes England, in creating a Development Framework that would help enable the delivery of around 1,300 homes across these sites. The report updated Members on the content of the Development Framework and set out Homes England's strategy to procure development partners to deliver it.

39.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee notes the contents of the report.

39.3 **Reasons for Decision**

39.3.1 To update the Committee on progress with delivering the Catalyst Sites in Furnace Hill and Neepsend.

39.4 **Alternatives Considered and Rejected**

39.4.1 This report is for information rather than decision. It does not recommend an

option and as such no alternative options have been considered.

(Note: The Committee took a short break before reconvening for the final agenda item.)

40. LAND CLIMATE ROUTEMAP

40.1 The Sustainability Programme Officer and the Sustainability and Climate Change Service Manager presented a report on the Land Climate Routemap. The Routemap provided an outline of the priority actions which would be required for the city's land to transition to net zero greenhouse gas emissions and to adapt to the changing climate.

40.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration, and Climate Policy Committee approves the Land Climate Routemap at appendix 1 to this report.

40.3 Reasons for Decision

40.3.1 Alternative Option 1

Creating a single plan covering all areas requiring decarbonisation was considered. This option was rejected in order to enable officers to continue to deliver projects at the same time as developing plans.

40.3.2 Alternative Option 2

Creating a detailed and costed 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 live and agile framework documents that could be easily updated and added to was preferable.

40.4 Alternatives Considered and Rejected

40.4.1 The recommendation to approve the Land Climate Routemap is the preferred option because it will allow progress to improve the management of the city's land and waterways so that it supports the decarbonisation of the city's land and agriculture and enables the city to better adapt to the changing climate.

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