

SHEFFIELD CITY COUNCIL CLIMATE CHANGE, ECONOMY AND DEVELOPMENT TRANSITIONAL COMMITTEE - 10.11.2021

RESPONSE TO PUBLIC QUESTIONS: 10-POINT CLIMATE ACTION PLAN

We thank all those who have provided questions and comments to the Transitional Committee. All comments and suggestions have been noted and will be taken on board as our work continues. We have answered all questions briefly, and there will be ongoing future opportunities to make contributions and ask questions.

What is your comment or question for the Climate Change, Economy and Development Transitional Committee? - Please write your answer in the box (50 words max)

Response

1 What can be done about people who constantly have bonfires burning plastics and household waste because they refuse to recycle? I live next door to someone who falls into that category and who also constantly repairs other peoples cars and sits Revving the engines.

Regular bonfires, especially if any burning of plastic could constitute a statutory nuisance and it may be possible to serve an abatement notice. Running a business from home if it doesn't have planning permission is something that planning enforcement could review. If the individual is not running a business but causing noise problems then that could also be sent to us to consider in case it could be classed as a statutory nuisance. In the first instance contact SCC via <https://www.sheffield.gov.uk/home/pollution-nuisance> with further details.

2 There doesn't seem to be much about environmental impact of demolishing or facading sound old buildings and building something new from non sustainable materials such as concrete.

The environmental impact of demolition is a very real issue. When demolition is an option the impact will be considered and evaluated as part of that work rather than in this framework plan.

3	<p>Why do the council insist on having the new street lights so bright? It is very wasteful because the reflection from glass etc hasn't been taken into account, and they are too big for the size of streets.</p>	<p>Highway street lighting is provided to a national standard which all highway authorities are required to comply with. SCC's street lighting meets this national standard. Following a pilot, a street lighting dimming regime was introduced in 2020 to reduce overnight lighting levels which is in line with national guidance on street lighting levels. The dimming regime has reduced energy consumption and is saving the city council over £200,000 per annum in energy costs. We will be considering the potential for further dimming.</p>
4	<p>Make sure it is Coproduced, with a representative from all affected groups.</p>	<p>Delivery plans will be coproduced. Coproduction is really important, but also time-consuming and resource intensive and we need to balance how to do this in a very tight financial environment and working at the pace that we need to start working at. But it's absolutely important to help us to develop actions that work for people and businesses in Sheffield and so are successful.</p>
5	<p>What's the cost to the Public? Is this just not another Tax on Working Class to keep them down?</p>	<p>The investment required to transition to a zero carbon city will be significant, but there is clear evidence that the cost of delay, or of not acting on climate change will be worse. The investment will need to be found from a range of sources and the action required has a wide range of benefits to the people of Sheffield, including improving public transport, air quality and housing standards. It should create good, jobs in one of the fastest growing sectors and support those working in jobs that are vulnerable as society and the economy changes. A just transition to a zero carbon society will benefit people on lower incomes rather than penalise them.</p>

6	Proper environmental awareness in schools which have shocking records of recycling and encouraging youngsters to waste less and endorse a better environmental mindset.	Work will be taking place to increase environmental awareness in schools and to support schools to play their part. Funding has been agreed for the next financial year to develop a programmes of climate education in Sheffield schools.
7	The focus on training elected members and senior managers in climate awareness goes against the principle of climate awareness being everyone's responsibility. Empower everyone, get all staff climate literate, that give us the best chance of capturing informed ideas from every level. It's not just members and senior managers who can have ideas! Recognise the potential of employees to be ambassadors across the city by being informed. Up internal comms within SCC - yes, we need big changes, but people can be making low level changes within work to contribute. Where are the calls to action on simple things like turning off your video in calls if it's not really required? Switching laptops off fully overnight? Maximise the stuff we know works already, it might be small, but that's all the more reason to do it.	Training elected members and senior decision-makers is the beginning, but yes, we absolutely agree that we need to increase our internal communication on climate action and training – all this will come soon, but we need to prioritise resources where we can make the biggest impact first which means starting with decision-makers.

8	Happy that this is at centre, but is it a talking shop or do you have professional and competent engineers. These can ensure you don't swap one problem for another.	We work with a range of consultants and experts in the field and will be looking to develop our in-house capacity in relevant fields as work progresses.
9	Given that food generates around 30% of our carbon footprint, what plans do the council have to ensure that fair and sustainable food is an integral part of this 10 point action plan	There is a commitment within the plan to develop a delivery plan to reduce carbon emissions from food, which may potentially form part of the Food Strategy which is currently in development.
10	One of the benefits stated in the 10-point plan is "Improving people's homes so they are suitable for the changing climate". The plan includes a welcome recognition of the greater progress that can be achieved by working together: "5. Bring the city together to make the changes we need". Q) A significant proportion of the city housing stock is terraced houses. Many of these (of which I live in one) single-brick external walls. So they leak heat and require external solid wall insulation. Particularly for terrace-houses there's a strong benefit from insulating multiple adjacent houses together - this offers a more effective solution (reduced thermal gaps), improved appearance (harmonious), and lower-costs (reduced set-up costs). What is the Council offering, or planning, in terms of facilitating or supporting multiple privately-owned adjacent terrace-house owners to work together in this way? For example, the council could offer an expert insulation-advisor to attend a meeting with residents of a particular terrace street, or the council could support the negotiation with contractors for lower-prices for externally insulating of multiple-adjacent terrace homes.	The detail of how we will progress retrofit at scale will be developed in the delivery plans over the next year to 18 months. This is definitely an idea that we will consider in the housing delivery plan.

11	The future is Hydrogen, for lorries, cars buses and trains it takes time but will make a good future. Sheffield should be more than pleased by this route as the world's largest sophisticated plant is in Sheffield. This should be supported by our city and governments.	We'll need to make progress on decarbonising transport in the city, including both electric and hydrogen solutions. The Council already operates a small number of hydrogen powered vehicles, however hydrogen is still some way from being market-ready and mass-deployment. We need to act on electric for now, but also keeping our options open and working with our local industry.
121	The world's biggest electrolyser manufacturer is in Sheffield, when will the council accept that hydrogen fuel cell vehicles and storage is the only viable option for the climate. Demand an hydrogen highway, to give people a choice, demand hydrogen buses, taxis, lorries etc. and blended household gas heating.	We are proud that Sheffield is a leader in the hydrogen economy and will be looking at how hydrogen can play its part in the decarbonisation of the city. To allow us to move at pace it is vital that we look to solutions that will allow us to reduce carbon now and can be scaled early.
13	Has a green investment bank for Sheffield been created. If so, when will it be possible to buy bonds. If not, who is responsible for driving this forward. The idea is to provide capital for retrofit etc and keep the interest payments local.	We are exploring a range of innovative ways of financing the action that needs to take place and accessing finance is a priority.
14	In 1973 when the city was planting trees, householders could pay for a tree to be planted outside their house (where there was space). Is there any plan to do the same now, or a fund where people could contribute for faster tree planting?	We are exploring a range of innovative ways of financing the action that needs to take place and accessing finance is a priority. We will consider your suggestion when developing our future plans. Currently we encourage volunteering: our Community Forestry Team welcomes involvement in tree planting work and can be contacted through communityforestry@sheffield.gov.uk and the Street Tree Partnership https://www.wildsheffield.com/getinvolved/sheffield-street-tree-partnership . We also encourage participation with our partners across the city who also have schemes which

		<p>encourage community tree planting. You can also donate to the South Yorkshire Woodland Creation Project: https://www.wildsheffield.com/discover/sy-woodland-creation/what-we-do/</p>
15	<p>please will you allow people who live in conservation areas of the city to have solar panels on their south-facing roofs? It seems stupid, given the climate emergency and your commitment to 'Improving people's homes so they are suitable for the changing climate' that this isn't allowed. Also, people are struggling to insulate their homes in the areas as the conservation material to re-roof or reglaze their property is up to 3 times the cost of materials typically used in this day and age. This means their homes aren't energy efficient and they are burning more fuel to keep them warm.</p>	<p>Planning permission is required by national legislation for solar panels on roofs facing a highway only and this is not always the south elevation (east/west orientations are also increasingly viable options). The decision will depend on the roof design and impact on the historic townscape. We appreciate that insulating period homes can be challenging and expensive, particularly those in conservation areas, but there are solutions that can work well. Internal insulation under slate roofs gives good roof insulation and this is allowed in conservation areas. There is no special conservation glass required and slate is a good roof material. They are also natural materials not by products of the oil industry such as uPVC which is an unsustainable material. It is not necessary to have consent to change windows or roofs unless a property is in a conservation area covered by article 4 direction i.e. Nether Edge or Broomhill Conservation Areas. Therefore in most conservation areas, these can be replaced without permission from the Council.</p>

16	<p>Can you make Kelham Island a bit more of a self sufficient neighbourhood so it has got its own park and grocery, fish meat shops variety and pharmacy and playground(!) for children (as other districts like Hillsborough or Sharrow have got) so the residents don't need to drive as much to get to other public green spaces/fresh grocers or fishmongers on the other side of the city and thanks to this reduce emissions of CO2?</p>	<p>There are limits to what the planning system can do in terms of influencing the type of shops that are provided in an area: providing shops is not within the Council's gift. Recent national changes to the Use Classes Order and Permitted Development Rights also mean that many commercial uses can be changed without the need for planning permission. The type of shops that develop in an area is largely determined by market demand - so we cannot specify that a particular shop unit is used as, say a butchers or a grocers. It is evident in Kelham that shops, cafes, restaurants and bars have opened as the population has grown. The Local Plan can allocate sites for different uses, including mixed use developments, as well as identifying land for new public open space. We are looking at the best options for this as part of the work on the Central Area Strategy.</p>
17	<p>There needs a move away from "fabric first approach " in planning applications from developers to fit heat pumps or solar panels to buildings when possible.</p>	<p>When designing new buildings, it is important to consider the energy hierarchy (https://www.glasgowsciencecentre.org/our-blog/the-energy-hierarchy). This means reducing the amount of energy used by a building before looking at low/zero carbon methods of providing energy to the building. The fabric first approach is important in this as it helps to reduce the amount of energy a building needs (for example, through the addition of additional insulation). Without applying a fabric first approach this would mean that additional/larger solar panels and heat pumps would be needed to heat/power a building. It is also important to recognise that the costs of retrofitting a building to make it more energy efficient are much higher</p>

		than if those energy savings were made when the building is first designed and constructed.
18	Point 4 of the Plan states that 'We will work towards reducing Council missions to net zero by 2030'. The Council's original declaration and its Arup report talked in terms of being zero carbon by 2030. Is this plan a pivot away from zero carbon and downsizing our emissions ambitions?	The Pathways to Decarbonisation (Arup) report refers to net zero carbon, and the report highlighted the challenge in reducing emissions even to net zero by 2030 (implementing every intervention, and with almost universal take-up, the report suggests that the best achievable reduction would be 85% reduction from 2017 levels). The most important thing is that we act at pace to reduce emissions as fast as we can.
19	Is Sheffield City Council entirely abandoning the Paris Agreement, 1.5C, people of the most affected areas, and our children? The difference between blah blah blah and meeting 1.5C is measured, annual carbon budgets. Where are these?	The Paris agreement is signed up to by national governments, not local councils, which have limited powers and funding. Annual measurements of CO2 emissions are also conducted at national level and Sheffield's latest figures can be accessed here: https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019

20	Will this include procurement decisions also. Given significant services remain outsourced will any future service procurements require the outsourced service be net zero in the same timeframe?	Our ambition is for the city as a whole to work towards net zero by 2030. It is recognised that this is a significant challenge and will require government action, and cannot be achieved by action in Sheffield alone. We are in the process of expanding our Ethical Procurement Strategy to include sustainability and climate change.
21	How are you encouraging the people of Sheffield to take action to meet the council targets so that we work together. I want more done on recycling plastic. Give us something practical and measurable and now to do.	We will be working with people and organisations within the city to develop and deliver actions and plans, and will be increasing our communication with people and communities as to what action they can take, particularly on Sheffield-specific initiatives. As an individual, there are many things you can do and there are many resources already available, and we would very much encourage the actions proposed in this list of the top ten things you can do: https://www.bbc.com/future/article/20181102-what-can-i-do-about-climate-change
22	What can homeowners on low incomes with small houses do to improve? My home is too small for a wind turbine or solar panels. Only option to change heating is too expensive. Parking space away from my house, no driveway, so nowhere to charge an electric car. I am unable to effect any changes to help against climate change.	We will develop a housing and electric vehicle delivery plan which will identify actions to support private homeowners to make their properties more energy efficient. In the meantime, providing information on the support available will be a priority as we accelerate our communications. We currently have funding available for energy improvements for home owners on low incomes and in poorly insulated homes here: https://www.sheffield.gov.uk/home/housing/green-homes-grant . We will also be improving our communications about what people can do to play their part: unless you have already taken every available action there is always something that

		<p>you can do. It is worth keeping in mind that if you are living on a low income then your carbon footprint is likely to be relatively small, and that by responding to consultations and being actively concerned, you are already making a difference.</p>
23	<p>What practical steps and support will you provide to private homeowners to make their property's more energy efficient</p>	<p>We will develop a housing delivery plan which will identify actions to support private homeowners to make their properties more energy efficient. In the meantime, providing information on the support available will be a priority as we accelerate our communications. We currently have funding available for energy improvements for home owners on low incomes and in poorly insulated homes here: https://www.sheffield.gov.uk/home/housing/green-homes-grant</p>
24	<p>The Council needs to be much more specific than these 10 points! What happened to SMART targets- deliverables by deadlines? When can we expect to see tangible proposals?</p>	<p>We are in the process of developing a programme of activity and projects and will report regularly on our progress. Annual measurements of CO2 emissions are also conducted at national level and Sheffield's latest figures can be accessed here: https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019</p>

25	Brilliant climate is on agenda, but 10 points are vague & insubstantial. Can robust, broad public transport system for Sheffield & environs, meaningful grants for environmental home improvements, reduction in traffic & plastic waste citywide, trees, proper recycling policy, support for local businesses, wilding & setting up citizen assemblies be added?	The delivery plans which will be developed will include more detailed commitments and actions across these sectors.
26	How much of the aimed 66% reduction in car use has been achieved in the 1000 days since declaring an emergency? Do there need to be additional reductions beyond this, to make up for lost time, and also to go beyond Arup and instead meet 1.5C?	Reducing car use is an extremely challenging target, especially in the context of a global pandemic. We have not made the progress that we want or need and are working hard to accelerate reductions. Achieving the reductions proposed in the Pathways to Decarbonisation report, particularly if we can reduce emissions steeply, would mean that Sheffield is playing its part in keeping tackling the climate crisis.
27	When do you think the timetable for the 10 areas of action will be available for public scrutiny?	We are in the process of developing a programme of activity and projects and will report regularly on our progress. There is not going to be a simple solution to the work we need to do, and the lack of available funding means that we will need to strive for ambitious continuous improvement.

28	<p>Cars are major emitters of harmful emissions and many journeys that people use cars for within the city are short distance and unnecessary. The problem is that walking and cycling around Sheffield neighbourhoods is not easy and often downright dangerous, especially during rush hours. To the south and west of the City Centre there are no protected 24-7 bus or cycle lanes, there are also few bus services and lanes that cross cut to facilitate lateral rather than radial bus and cycle traffic flow. What improvements are planned for active travel and bus travel in the west and southwest of Sheffield?</p>	<p>Transport is one of the key areas of focus for emissions reduction and delivery plans will be developed to develop a plan to reduce emissions from Transport. Our Connecting Sheffield programme of improvements to public transport and active travel infrastructure is currently out for consultation on schemes within the south west and west of the city and you can have your say using the following link: https://connectingsheffield.commonplace.is/</p> <p>The bus corridors of Ecclesall Road and Abbeydale Road are core areas of focus given the impact congestion has on the local area but also the major opportunity for modal shift. The Sheaf Valley Cycle Route is a scheme that is being developed and plans have been drawn up. A business case for implementation is currently with the funder (SYMCA) and we are hoping to progress this as soon as possible. It should also be noted that design standards for cycle infrastructure have changed and a more holistic approach is required, with segregation where traffic levels are high. This has cost implications but ultimately is the standard we want our network to be of a high standard to attract people to more sustainable forms of transport.</p>
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29	<p>School streets would be easier to apply on a city wide basis than on an ad-hoc, case-by-case basis. If car drivers expect road closures at certain times then drivers who have to drive necessary journeys will be able to adjust their journey time accordingly. Why have School Streets not been implemented across Sheffield?</p>	<p>No they will not, this is not the case. Every school is different and has a unique set of circumstances that need to be addressed and monitored on an individual basis. Fundamental to the success of School Streets, is understanding and mitigating these impacts to bring the local community on board (the residents in the wider area). Given the finite funding, there is also a need to work on the programme with the schools that will support the implementation of these initiatives, such as working with parents, staff and the children to ensure that the school street is understood and promoted within the school community. We do this through our award winning ModeShift STARS programme. In addition to this, schools streets are implemented via a statutory Traffic Regulation Order process, and doing this across all schools in the city would be impossible given the legal processing required and the individual circumstances and objections that arise (as explained above).</p>
30	<p>The Clean Air zone does not go far enough, neither in geographical scope nor vehicle category. Why does the CAZ not extend to Hunter's Bar which suffers from some of the worst pollution in the City? And why are private diesel cars not being charged? (I am a driver of one and believe that I should have to pay. Currently the option of walking to a bus stop which involves crossing a dangerous road to get a bus with a very limited timetable at a cost that is more than two hours of parking in the Centre is massively outweighed by the ease and convenience and relative low cost of doing that journey by car.)</p>	<p>Our final proposals for a Clean Air Zone has been developed within the Governments Clean Air Zone Framework and there has been a significant amount of analysis and development of the proposals over the last 3 years. As part of the scheme development a range of potential Clean Air Zone options were considered (both the size of the zone and the type of vehicles to which charges would apply) and our CAZ C scheme that we are currently consulting on is the scheme that Government have legally directed us to deliver in order to achieve legal levels of air quality across the city in the shortest possible time. The scheme will cover all vehicles except private cars and this makes up around 20% of the vehicles driving in</p>

		Sheffield but this 20% is responsible for around 50% of the Nitrogen Dioxide emissions. We are also undertaking further work in addition to the Clean Air Zone as part of our Connecting Sheffield programme to improve conditions and infrastructure for walking, cycling and public transport to encourage people to use these modes of transport.
31	Can the council take quick, visible measures to deter driving across the city? This could come from increasing pay and display parking fees, increasing the cost of an on street parking permits, increasing fines for going through bus/tram gates. And can revenue from these be specifically ringfenced for spending on lower carbon travel?	We will be exploring a range of options to enable us to reduce our emissions, including measures to deter driving and exploring financing options. Your suggestion will be included for consideration as work progresses.
32	Are there any plans to extend the super tram network to provide high quality green public transport to the south of the city? This can reduce car dependency and make active travel safer	The Transport delivery plan will develop our work on improving public transport, alongside our existing work both in Sheffield City Council and with the South Yorkshire Mayoral Combined Authority (which is the Transport Authority and lead organisation responsible for public transport infrastructure). These suggestions will be considered in the development of the plan but ultimately the costs associated with extensions will require significant amounts of capital investment.
33	The council's 10 Point Plan for tackling the climate emergency is great, but not specific enough. I believe one big change should be developing good cycling route all around Sheffield, in order to encourage cycling to replace driving.	The 10 Point Plan is a framework and more detailed plans are in development. We will be exploring a range of options to enable us to reduce our emissions. Your suggestion will be included for consideration as work progresses.

34	<p>The statement that the Grey to Green project has "vastly" improved the experience of pedestrians and cyclists. This is fine if you are out for a Sunday afternoon walk or ride. However, most cyclists are transiting to or from work, shopping, etc. It looks pretty but it is not really working as a transport solution. Are we going to get practical, usable cycleways and bus routes.</p>	<p>We are continuing to develop our active travel and transport infrastructure and are working with cyclist groups as these are developed. We are always grateful for specific feedback to help us to improve future work and to address usability issues.</p>
35	<p>Please provide better public transport, public transport, public transport, public transport, public transport, public transport and proper cycle paths. In many European cities cars are now strongly discouraged BUT public transport are plentiful. It doesn't have to be expensive trams Lots lots lots lots lots of reasonably priced buses and trains to start with so people have an alternative and SAFE cycle path.</p>	<p>We absolutely agree that better public transport and improved cycle paths will be necessary to reducing emissions. The Transport delivery plan will develop this work, alongside our existing work both in Sheffield City Council and with the South Yorkshire Passenger Transport Executive (which is the lead organisation responsible for public transport infrastructure). These suggestions will be considered in the development of the plan.</p>
36	<p>Why does Sheffield have less council installed electric car chargers than Chesterfield? Let alone Nottingham who have over 150 more council installed chargers and are half the size of us. Why are some of the few chargers that we do have installed situated in areas like Page Hall where the needs for that area are far greater than an electric car charger?</p>	<p>People in all areas of Sheffield deserve access to electric car changes, whether this is in Page Hall or not. In terms of future roll out, we are currently working with our funders (SYMCA) regarding a roll out of a first phase of a charging network.</p>
37	<p>Why isn't retro fitting selective catalytic reduction systems to EUROV diesel cars and vans publicised in the UK. Germany are way ahead on this. Systems can cost 3000 to 3500 euros so not for every vehicle. It would be effective for many EUROV with remaining value and makes them EUROVI.</p>	<p>As part of our Clean Air Zone we will be offering financial assistance to people that have a vehicle that don't meet the minimum standards of Euro 6 Diesel and Euro 4 Petrol. This will cover all vehicles that are included in the category C CAZ we are promoting, which includes: Buses, Taxis, Coaches, HGVs, LGVs. Where appropriate approved retrofit technology is available we will be able to support this through our</p>

		support packages, and we have already supported 188 buses in Sheffield to be retrofitted to Euro VI standards.
38	Also, in order for Sheffield to be a competitive city it needs a better public transport - can we improve tram timetable so trams come every 5min not 10min or 20min?	The Transport delivery plan will develop our work on improving public transport, alongside our existing work both in Sheffield City Council and with the South Yorkshire Passenger Transport Executive (which is the lead organisation responsible for public transport infrastructure). These suggestions will be considered in the development of the plan.
39	Could we make our bus service more frequent and fares cheaper because through doing so we reduce the need to use cars. I am concerned about the amount of traffic on our roads going into the city centre.	<p>We are continuing to develop our active travel and transport infrastructure and are working with cyclist groups as these are developed. We are always grateful for specific feedback to help us to improve future work and to address usability issues.</p> <p>The submission of the Bus Service Improvement Plan by SYMCA outlines a transition to an Enhanced Partnership operating model for bus services. This will include all aspects of the bus experience, including fares, routes, frequency, information. This is a primary function of the SYMCA as Transport Authority but the Council is specifically in discussion with the bus operators about how we can work together to try and grow bus use. This will include all these aspects of operation.</p>

40	<p>There's a lot of talk about electric cars and buses. In view of a recent report on carbon emissions increasing due to the manufacture of these vehicles, is encouraging the use of electric vehicles the best way forward for our City, and why? See: https://www.bloomberg.com/opinion/articles/2021-11-03/cop26-evs-aren-t-as-green-as-you-think-the-supply-chain-is-carbon-intensive</p>	<p>We are committed to reducing car use and increasing public transport and active travel, as well as reducing the need for travel in general, but where vehicles are used, evidence is clear that whilst electric vehicles are far from perfect, their lifetime emissions are significantly lower than petrol and diesel (as well as being very significantly better in terms of air quality).</p>

41	<p>Zero emission buses. We have none in South Yorkshire and are now the only large county in the UK without them. The more we delay the more we pollute the air we all breathe with unnecessary diesel fumes and contribute to shortening the life of Sheffield citizens. What is the immediate plan to rectify this glaringly obvious omission?</p>	<p>Our Connecting Sheffield programme is developing bus improvements, including the expansion of bus lanes on arterial routes. We are working with the South Yorkshire MCA to accelerate the electrification of public transport. The South Yorkshire Energy Strategy commits the city region to a net zero fleet by 2035, and the South Yorkshire Bus Improvement Plan furthers this commitment.</p> <p>Electric buses are new technology and we have been discussing with bus operators about how we can get these into the city. Buses are a commercial operation under the current legal framework and the choice of vehicles is set by the operators. There are practical issues of operation, like range and topography, plus depot space and technical expertise. There are also state aid implications that need to be understood if public money is spent on vehicles that are transferred to private companies. However, through the Zero Emissions Buses for Regional Areas (ZEBRA) fund, SYMCA are putting forward a bid to government for funding an electric bus across the city centre.</p> <p>Although not electric buses, the Council has undertaken lots of work with bus operators around retrofitting vehicles. This has upgraded a significant proportion of the vehicle's fleets running in the city.</p>
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42	I would like to see buses in Sheffield electrified as well as parking bays on arterial routes into the City removed so that the buses can flow freely making public transport a more sensible option than driving private vehicles. If I am walking or cycling around the city and have the misfortune to have to walk past a bus or ride behind one, it is damaging to mine and my children's health because the toxic emissions are damaging to health so I would like to see electric buses in the City.	As above
43	Why do we STILL have no electric buses in Sheffield? Is it true that we are the only major UK city where this is true? Or is it more that we can't call ourselves a major UK city any longer?	As above
44	CycleSheffield fully supports the planned 66% reduction in car usage. Achieving this will require a high quality, citywide active travel network to enable much more walking and cycling. What measures is the Council putting in place to implement this within 98 months?	Our Connecting Sheffield programme is developing a citywide active travel network. We are working constantly to secure funding to fund additional active travel infrastructure and recognise the scale of the challenge.
45	What is SCC 's plan to increase the amount of different types of plastics and tetra-packs that can be recycled via my blue bin collection please? I cannot take to supermarket recycling bins as I am disabled.	Thank you for your question. The new Environment Act makes the requirement for all local authorities to collect same materials for recycling from people's homes and this does include more plastics (not just bottles). We are awaiting confirmation from Government on the implementation timescales and supporting funding for us to make the changes needed and hope to get this early in 2022.
46	Also the amount of litter thrown down is disgraceful. It is unsightly and we are using too much paper and plastics.	We agree. We have ongoing anti-littering campaigns and will be increasing our communication encouraging people to reduce use of disposable products. The Environment Act also

		brings in legislation for a national deposit return scheme which could have a significant positive impact on reducing litter. The legislation will also require the producers of materials that end up as litter to contribute to the costs of removing it.
47	To help insulate older terraces, I developed a simple fix that OFGEM approved years ago, but it was then overlooked in the Green Deal. Can the council use it? It is fully researched and BRS approved.	Thank you for your question. It would be interesting to learn more about this – we'll need to be creative and innovative in our work and open to ideas and solutions. We'd be interested in receiving more information about your solution if you could please send us further details.
48	1. Why are petrol-guzzling private SUVs, which are resource hungry and have poor fuel efficiency, excluded from the £10 charge to enter the Clean Air Zone?	Our final proposals for a Clean Air Zone has been developed within the Governments Clean Air Zone Framework and there has been a significant amount of analysis and development of the proposals over the last 3 years. As part of the scheme development a range of potential Clean Air Zone options were considered (both the size of the zone and the type of vehicles to which charges would apply) and our CAZ C scheme that we are currently consulting on is the scheme that Government have legally directed us to deliver in order to achieve legal levels of air quality across the city in the shortest possible time. The scheme will cover all vehicles except private cars and this makes up around 20% of the vehicles driving in Sheffield but this 20% is responsible for around 50% of the Nitrogen Dioxide emissions. We are also undertaking further work in addition to the Clean Air Zone as part of our Connecting Sheffield programme to improve conditions and

		infrastructure for walking, cycling and public transport to encourage people to use these modes of transport.
49	2. Why no mention of the Arup Report?	Thank you for your question. The Pathways to Decarbonisation report referred to in the Plan is the same as the “Arup Report”.
50	What is the actual strategy for reducing CO2e in Sheffield. That is what specific areas have been identified as the most effective in terms of cost vs CO2e saved and SCC authority (i.e. they have the authority to implement this)?	Thank you for your question. The Pathways to Decarbonisation reports provide the evidence base that will form the basis of the delivery plans in point 6. This initial framework plan means that we can start progressing action where we already have answers, while we develop the strategy in some of the more difficult areas, including plans to address the decarbonisation of housing and transport.
51	What do you think of the Wakefield Climate Action Plan? What aspects could usefully be used in the Sheffield equivalent?	Thank you for your question. We are working with and learning from a range of other cities & local authorities. Many of Wakefield’s actions look very similar to the actions that

		we're already exploring, some of which we have already committed to (and in some cases exceeded – for example Wakefield have 10 electric pool cars – we currently have at least 67 electric vehicles in our fleet and a fleet replacement plan that prioritises EV vehicles where possible, but pool cars are definitely something we'll consider.
52	Please make sure you use a committee of experts from industry and academia who have the required technical skillsets, experience and know-how to implement true carbon-saving solutions. Solution implementation is not a space for enthusiastic and passionate amateurs, you need experts to make the biggest positive impact.	Thank you for your suggestion. We absolutely agree and one of the proposed actions is to create exactly this type of panel of experts, working with academics, professionals and the people, businesses and communities who will need to act and who we need to work with the ensure that interventions work for people. If you consider yourself to have relevant expertise, would you like us to contact you once this is ready to launch?
53	How is the council going to work with other companies and businesses to ensure they are also supporting the de carbonisation agenda? i.e. will the council stop allowing high carbon products and companies to use advertising boards in the city. Will the council be clear in all its procurement e.g. that it favours business that support the decarbonisation agenda?	The plan includes a commitment to expand the Ethical procurement policy to include decarbonisation. We'd have to explore advertising further to understand the potential and limitations on this and will consider this suggestion.
54	Education in this matter is a priority. In my experience some individuals do not appear to understand the results of their actions. We need to be more straightforward in explaining the situation by sending out information leaflets to householders include points on car use and bonfires in relation to emissions.	We will be increasing information we make available, and we also need to work with partners to get the message out – the council isn't always the best messenger – NHS colleagues, schools, community groups, religious institutions all have roles to play here.

55	Empowering neighbourhoods - The Council owns many public buildings, some controlled centrally and others leased to service providers or community organisations. How about a plan to improve energy efficiency by insulating them, installing solar panels, upgrading the heating etc. Occupiers could help with this if you offer financial and practical support.	We will be developing this plan – it's challenging, there is a huge backlog of repairs and maintenance needed to keep the council's estate safe and legally compliant, let alone reduce our carbon emissions, but this is what we will need to do and explore all the options open to us to fund this work.
	EMAIL SUBMISSIONS - additional to above comment	
56	Is the council going to rethink public transport? Might it consider seeking funds to establish a large fleet of free small electric minibuses that would run at a frequency of ~ 5 minutes over an area inside the inner ring road linking the bus and rail stations and transport hubs e.g. the Cathedral with the rest of the city. They might be permitted in the pedestrianised areas provided they kept to a very low speed limit in these areas. (There is such a scheme in Manchester).	There is a funding application currently underway to the government's Zero Emission Bus Regional Areas scheme for an electric shuttle bus for Sheffield City Centre.
57	Joined Up Heritage Sheffield email	How to decarbonise historic buildings is a considerable challenge, and one which we will need to address as a city and a country. We will consider your comprehensive submission as work develops.
58	Encourage plant based diets	It is widely recognised that moving towards plant based diets will be necessary, and we will be including information on this in our future communications.
59	SMART actions	We will be developing SMART actions as part of the plans beneath this framework.

60	Hydrogen is the future	We are proud that Sheffield is a leader in the hydrogen economy and will be looking at how hydrogen can play its part in the decarbonisation of the city. To allow us to move at pace it is vital that we look to solutions that will allow us to reduce carbon now and can be scaled early.