

SHEFFIELD CITY COUNCIL

POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Thursday 24 November 2022 by the Transport, Regeneration and Climate Policy Committee.

Item No

7. LOCAL RENEWABLE ENERGY FUND - PROGRAMME SCOPE

7.1 The Committee considered a report of the Executive Director-City Futures. Following the approval of a capital budget amendment of £3.5m for the installation of renewable energy and energy efficiency works on Council buildings, the report sought approval of the proposed scope of the programme, to include £33k match funding contributions towards two Heat Network Delivery Unit grant applications, the use of funds as development costs to pilot a community energy project and to approve the process for business case approval of individual programme elements.

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

- i) Approves the proposed programme scope.
- ii) Approves the allocation of £33k as match funding contributions to two Heat Network Delivery Unit grant funding applications.
- iii) Approves the use of this funding allocation for any development costs required for the pilot of a community energy project on a Council owned building.
- iv) Approves the principle that individual schemes within the programme scope can be submitted directly for financial approval within the capital approval process.

7.3 Reasons for Decision

7.3.1 The proposed scope would ensure maximised cost and carbon savings for the Council, demonstrating its leadership in climate mitigation.

7.3.2 The recommendation to not fully finance the heat network feasibility from this funding but to use some of it as match funding to draw down grant funding will enable more of the local renewable energy fund to be spent on capital delivery.

7.3.3 The recommendation to use some of this allocation to fund any required development costs to pilot a community energy scheme was due to a commitment in the 10 Point Plan, which sought to increase the amount of community owned energy in the city.

7.3.4 The decision-making recommendation will enable the timely delivery of the local

renewable energy programme.

7.4 Alternatives Considered and Rejected

- 7.4.1 The alternative decision-making option would be for each Policy Committee where a project was taking place to agree the business case of the project and then approval to draw down funding is sought from Strategy and Resources Budget, which due to timescales of reporting cycles, would be a lengthier process.

8. BEIGHTON 20MPH TRO OBJECTIONS

- 8.1 The Committee considered a report of the Executive Director-City Futures which detailed the consultation response to proposals to introduce a 20mph speed limit in Beighton, report the receipt of objections to the proposed Speed Limit Order and set out the Council's response.

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

Approves that the Beighton 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. 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.

8.3 Reasons for Decision

- 8.3.1 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.

- 8.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Beighton be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised

8.4 Alternatives Considered and Rejected

- 8.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Beighton. 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. BURNCROSS 20MPH TRO OBJECTIONS

9.1 The Committee considered a report that detailed the consultation response to proposals to introduce 20mph speed limits in Burncross, report the receipt of objections to the Speed Limit Order and set out the Council's response.

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

- 1) Approves that the Burncross 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984 and that:
 - a. the order be implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
 - b. objectors will be informed of the decision by the Council's Traffic Regulations team
- 2) Approves the introduction of a part time 20mph limit on Ecclesfield Road outside Ecclesfield Secondary School.

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 Burncross 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 be introduced on Ecclesfield Road for the same reasons.

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 Burncross. 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.

10. DECARBONISATION ROUTE MAPS UPDATE REPORT

- 10.1 The Committee considered a report of the Executive Director- City Futures regarding the Council's 10 Point Plan for climate action that was adopted in March. The plan provided a framework for how the organisation would act in the short-term and included how we would put climate at the centre of decision-making as well as committing the organisation to working towards reducing Council carbon emissions to net-zero by 2030.

One of the commitments of the 10-point plan was to produce a series of 'route maps' that covered the detailed actions which the council and the city needs to take to support this pathway to net zero.

The report responded to the request made by Members of the Transport, Regeneration and Climate Policy Committee in September to provide an update on the progress that the Council was making in the production of the route maps and the programme for presenting the draft route maps to the Committee for formal approval.

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

Notes the approach being progressed and delivered including the timing and phasing of the route maps, in line with the milestones that have been agreed in the Councils One Year Delivery Plan (adopted June 2022).

10.3 Reasons for Decision

- 10.3.1 Noting the approach set out in this report will enable Officers to continue to work towards achieving the milestone that has been agreed in the Council's One Year Delivery Plan, alongside those in the 10-point plan for climate action.

10.4 Alternatives Considered and Rejected

- 10.4.1 Do nothing – this option has been rejected on the grounds that the Council would not be progressing towards its net zero by 2030 target, achieve the objectives of its 10-point plan for climate action or the milestone set out the in One Year Delivery Plan.

11. LEVELLING UP FUND-UPDATE

- 11.1 The Committee considered a report of the Executive Director-City Futures, that provided a progress update on the successful Round 1 Levelling Up Fund bids and a summary of the as yet undecided Round 2 Levelling Up Fund Submissions

In addition, the report recommended the acceptance of the recommendations of the recent "Live Works" coproduction workshops for the Gateway to Sheffield Levelling Up Fund activity.

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

- a) Notes the positive progress made on the LUF Round 1 projects Gateway to Sheffield and Attercliffe;
- b) Notes the submission of two bids to the LUF round 2 and request a further report is brought to this committee once the outcome is known;
- c) Approves the implementation of 13 recommendations of the Live Works workshop, subject to the availability of funding;
- d) Defers the decision to note that the resources identified in the Gateway to Sheffield LUF bid for the creation of development plots will be used in the first instance to make good two buildings on the Castle Site;
- e) Defers the decision to note the exempt appendix 2 and authorise Officers to seek approval from the Department for Levelling Up Homes and Communities to relocate an element of the project to the Castle Site;
- f) That officers seek clarification of agreement in principle from the Department of Levelling Up, as to whether they would approve the relocation element of the project (Castle Site), subject to any relevant DLUHC change process and approval by committee at a subsequent meeting and;
- g) Requests that the Castlegate Members Working Group is reconvened, and the first meeting of that group is before the 20th December 2022.

11.3 **Reasons for Decision**

11.3.1 The recommendations recognise the work done so far in discussion with a wide range of stakeholders and the public and allows for these views to be used to inform the design of the Castle Site.

11.3.2 Furthermore, the recommendations enable best use of the resources identified for development plots within the LUF funding allocation, ensure all project outputs are delivered and that LUF investment in the Castle Site is enhanced.

11.4 **Alternatives Considered and Rejected**

11.4.1 If the Council decided not to include the two buildings as development plots there is a risk that they would be left to deteriorate further and become an increasing blight on the Castle Site and Exchange Street. The funding would continue to be used to bring forward other development plots within the Castle Site.

11.4.2 Whilst there is no more funding available from DLUHC, one consideration would

be to ask DHLUC to vire more of the funds allocated to the Gateway to Sheffield Project to do more than undertake initial repair of the buildings. However, this would be detrimental to other elements and outputs for the project. Additional applications for funding could be made but these would take time to secure and may jeopardise delivery of LUF scheme, project and outputs.

- 11.4.3 The proposals in the report are considered to be the minimum required to ensure that the Gateway to Sheffield project can deliver the best outputs for the funding awarded

12. REVENUE BUDGET MONITORING REPORT - MONTH 06

- 12.1 The Committee considered a report brought them up to date with the Council's financial position as at Month 6 2022/23

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

Notes the Council's financial position as at the end of September 2022 (month 6).

12.3 Reasons for Decision

- 12.3.1 To bring the committee up to date with the Council's current financial position as at Month 6 2022/23.

12.4 Alternatives Considered and Rejected

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

13. BUDGET POSITION FOR YEAR 2023/2024

- 13.1 The Committee considered a report that updated the Committee on the progress of the 2023/24 budget process.

The appendix contained specific budget proposals that the Committee were asked to endorse

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

1. Note the update on the Council's 2023/24 budget position.
2. Endorse the budget proposals set out in Appendix 1.

13.3 Reasons for Decision

13.3.1 The Council is required by law to set a balanced budget each year. This report is pursuant to that objective and is in line with the process and timetable agreed by the Strategy and Resources Committee on 31 May 2022 and 5 July 2022.

13.4 **Alternatives Considered and Rejected**

13.4.1 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.