

SHEFFIELD CITY COUNCIL

POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 8 February 2023 by the Transport, Regeneration and Climate Policy Committee.

Item No

7. REVENUE BUDGET MONITORING REPORT - MONTH 8

7.1 The committee considered a report of the Director of Finance and Commercial Services that brought the Committee up to date with the Council's financial position as at Month 8 2022/23

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

Notes the Council's financial position as at the end of November 2022 (month 8).

7.3 Reasons for Decision

7.3.1 The paper was to bring the committee up to date with the Council's current financial position as at Month 8 2022/23.

7.4 Alternatives Considered and Rejected

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

8. PARKHILL PARKING SCHEME

8.1 The Chair proposed that the Parkhill Parking Scheme report be deferred to a later meeting.

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

Agrees to defer the report to a later meeting to allow further work to be carried out, including further discussions with ward members.

8.3 Reasons for Decision

8.3.1 To allow further work to be carried out, including further discussions with ward members.

8.4 Alternatives Considered and Rejected

8.4.1 Not applicable

9. INTRODUCTION TO SHEFFIELD'S CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS)

9.1 The committee considered a report of the Executive Director, City Futures that provided information to the Transport, Regeneration and Climate Change Policy Committee (TRCPC) on the proposals for £135m for schemes in Sheffield, outlined as part of the £570m allocated to South Yorkshire Mayoral Combined Authority (SYMCA) following the City Region Sustainable Transport Settlement (CRSTS) submission.

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

1. Approves the continuation of CRSTS scheme development detail in consultation with internal and external stakeholders;
2. Approves the current scheme allocations in section 1.9 in the programme (including £10.1m to enable the Chesterfield Road corridor to progress immediately through the SCC capital approval process);
3. Notes that the £50,847,458 allocation for the tram renewal project will be delivered by SYMCA, with the value of the contribution having been agreed through the SYMCA governance process as part of the bid submission);
4. Notes that SYMCA have been working with the DfT to see how to help manage CRSTS at a programme level, however, mechanisms for managing allocations between schemes are yet to be determined, including any local flexibility for this. It is proposed that any amendments to the CRSTS programme will be made through updates to this committee and SYMCA as appropriate;
5. Delegates the finalisation and submission of internal and external Business Cases for future schemes to the Head of Strategic Transport, Sustainability and Infrastructure in consultation with S151 officer and Chair(s) of Transport, Regeneration and Climate Policy Committee;
6. Notes that relevant projects will be submitted through the Council's Capital approval process, managed through Strategy and Resources Policy committee;
7. Approves the utilisation of £5.044m of CRSTS funding allocated for the completion of TCF projects, to support increased costs on the Transforming Cities Fund, Housing Zone North Scheme. This will be accommodated within the CRSTS programme.

9.3 Reasons for Decision

9.3.1 The City council's City Region Sustainable Travel Settlement identified the wider strategic benefit in delivering a package of sustainable travel improvements to key routes in the City. This would improve connections between the city centre and

local centres by public transport, cycling and walking, along with a key contribution to the renewal of the Supertram network. This was in line with the City Council's transport strategy too.

9.3.2 Recognising the strategic importance of sustainable travel, the City Council also submitted the programme through the SYMCAs CRSTS programme in line with the DfT's ask. The recommendations in the report are the next step in the project delivery process.

9.3.3 Entry to the CRSTS programme required rigorous assessment and compliance with established SYMCA processes and procedures in the assessment of options. The requirements were understood and were well known to the Council, with previous schemes having been subject to SYMCA requirements and progressing successfully.

9.4 **Alternatives Considered and Rejected**

9.4.1 'Do nothing' has been considered, but is not considered appropriate as this is likely to result in:

- Increased congestion and negative impact on journey times and journey time reliability, as take-up of sustainable travel choices would be considerably slower than with the project;
- Failure to promote the sustainability of the Supertram network;
- Reduced facilities for public transport, pedestrians and cyclists, failing to encourage more active and sustainable travel choices;
- No identified funding to cover the increased costs of the Transforming Cities Fund: Housing Zone North project;
- Increased carbon emissions on key routes as traffic levels continue to grow;
- Wider social and environmental benefits not being realised.

10. **EAST BANK ROAD ACTIVE TRAVEL PROJECT: APPROVAL TO PROCEED THROUGH DESIGN AND DELIVERY**

10.1 The committee considered a report of the Executive Director-City Futures that provided the context for a recommendation to progress with the development of the East Bank Road Active Travel Project, subject to agreement from the DfT to a revised project end date.

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

- Approves the continuation of scheme development detail in consultation with internal and external stakeholders funded from the scheme development within the Road Safety Fund until confirmation of funding deadline for the ATF3 programme;

- Subject to agreement from the DfT to a revised project end date, approve the submission of the project through the Councils Capital approval process (managed through Strategy and Resources committee) as well as the SYMCA assurance process to access the funding.

10.3 **Reasons for Decision**

- 10.3.1 The East Bank Road Active Travel Project is part of the South Yorkshire Mayoral Combined Authority (SYMCA) ATIP and the delivery is key to maintaining accessibility to key employment sites and local facilities along with the wider city for the communities just south of the City Centre. This would be achieved through access to safe, sustainable modes by connecting with and beyond the Sheaf Valley Cycle Route, to the Grey to Green project, wider Transforming Cities Fund programme, and the City's transformational Connecting Sheffield Programme.

10.4 **Alternatives Considered and Rejected**

- 10.4.1 Not moving forward with the project would mean that the take-up of sustainable travel choices would be considerably slower than with the project, it would also mean we would be unable to provide safe and reliable sustainable routes for many residents travelling to employment and to local facilities.
- 10.4.2 This would result in a delay to the Transport Strategy outcomes, along with no contribution to the one-year plan.
- 10.4.3 The benefits that would result from the enhancement of sustainable travel provision, such as reduced car usage and increased economic activity, would not be felt under this alternative option, or would be felt some time in the future, and therefore the benefit would be significantly diminished. Similarly, not moving forward with the project now would mean that the wider social and environmental benefits would not be realised.

11. **FUTURE HIGH STREET FUND UPDATE**

- 11.1 The committee considered a report of the Executive Director, City Futures that updates on Sheffield's Future High Streets Fund (FHSF) scheme that was made up of three distinct interventions, FHSF Public Realm and Infrastructure, FHSF Event Central and FHSF Front Door Scheme.

The paper provided a general update on all interventions of the scheme and highlighted the cost increases in relation to construction of the FHSF public realm and infrastructure works at Fargate, High Street and Castle Square.

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

- a) subject to approval by the Finance Sub-Committee or Strategy and Resources Policy Committee, agree in principle to:

- i) the prioritisation and phasing of public realm and infrastructure works with Fargate as set out in the report;
 - ii) submits a project change request to DLUHC under the MoU for their approval to the proposed prioritisation, phasing and scope change to the public realm and infrastructure;
 - iii) obtains DLUHC approval for a project change request before implementing the delivery of Phase 1 of Public Realm and Infrastructure, as set out in section 1.6 of the report;
 - iv) secures additional funds from SYMCA Gainshare to meet the budget shortfall on Phase 1;
 - v) seeks further capital funds to deliver Phase 2 of works to High Street and Castle Square at a future date.
- b) Agrees to a recommendation being made to the Finance Sub-Committee or Strategy and Resources Policy Committee for approval to:
- i) implements a) (i)-(iv) above;
 - ii) agrees a budget increase as set out in section 6 of this report; and
 - iii) underwrites the shortfall in funds to delivery Phase 1 until additional funds are secured from SYMCA Gainshare and/or alternatively for this shortfall to be met from the corporate investment funds (where SYMCA Gainshare is not achieved).
 - iv) agrees reallocation of GBF funds to FHSF Events Central, enhancement works at Balm Green Gardens and the Barkers Pool building as set out in section 3 of this report;
 - v) agrees the reallocation of remaining Front Door Scheme funding to the FHSF public realm and infrastructure work as set out in section 1.4.2 of this report.
- c) That an update report be brought back to the committee in six months' time.

11.3 **Reasons for Decision**

- 11.3.1 To ensure a first phase of transformational public realm and infrastructure works is commenced and substantially completed ahead of the DLUHC stated expenditure deadline of 31st March 2024.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 Do Nothing – Value engineering had already been undertaken and was reflected in the cost estimates above. It is Officers view that even a much reduced scheme on Fargate alone within the approved budget would not deliver the transformational change consulted on and fail to achieve the outputs and

outcomes approved by Government.

- 11.4.2 Do More – To deliver the full package of public realm and infrastructure works in a single phase would require a total of c£8.7m of additional funding. It was not deemed viable to secure or underwrite this amount of funding to enable a start on site in Spring 2023. Further delay risks breaching the FHSF funding deadline of 31st March 2024, risk of construction costs increasing further, the loss of the appointed contractor with resultant reputational damage to the Council. For these reasons it was proposed that High Street and Castle Square were delivered at a future date.