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Report of: *Edward Highfield, Executive Director, City Growth*

Report to: *Cabinet*

Date of Decision: *13 December 2017*

Subject: *Sheffield Transport Vision*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>
- Affects 2 or more Wards	<input checked="" type="checkbox"/>
Which Cabinet Member Portfolio does this relate to? <i>Infrastructure & Transport</i>	
Which Scrutiny and Policy Development Committee does this relate to? <i>Economic and Environmental Wellbeing Scrutiny and Policy Development Committee</i>	
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>	
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“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i></p>	

<p>Purpose of Report:</p> <p><i>The report describes progress on the development of a new Transport Strategy for Sheffield that seeks to improve the quality of life, environment and range of opportunities for the people and businesses of the city. It seeks approval to the initial Transport Vision document (attached) as a basis for initial public consultation.</i></p>
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Recommendations:

Members endorse the draft Sheffield Transport Vision as a basis for commencing public consultation in the New Year 2018; this then to guide the development of the full Transport Strategy.

Background Papers: see appended 'Transport Vision' document

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>Gaynor Saxton</i>
	Legal: <i>Richard Cannon</i>
	Equalities: <i>Annemarie Johnston</i>
	<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	EMT member who approved submission: <i>Lorraine Manley, Executive Director, Place</i>
3	Cabinet Member consulted: <i>Councillor Jack Scott</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 Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>Dick Proctor</i>
	Job Title: <i>Transport Planning Manager, Transport Traffic & Parking Services</i>
	Date: <i>04/12/17</i>

1. PROPOSAL

- 1.1 This report describes our emerging Transport Vision for Sheffield, recognising the need to move people and goods in the most sustainable and inclusive way, minimising negative impacts of transport and improving the user experience.
- 1.2 New investment in housing and jobs, alongside a projected increase in journeys to and from other city regions, will have major implications for Sheffield's transport system. Without a change in our approach these opportunities will be constrained by a lack of transport capacity and poor connectivity. Doing nothing is not an option because journeys will gradually get harder, making the city unattractive, unhealthy and potentially unsafe, as well as raising social and environmental issues, which could in turn be a barrier to further growth. A joined up strategic approach to transport can address these constraints and help to unlock sustainable and inclusive growth.
- 1.3 A new Transport Strategy is therefore to be developed for the city to provide an integrated transport network and the policy support that meets the future demands of Sheffield. The first part of this work, now reported to Cabinet, features the production of a Transport Vision. This work reviews the issues and trends likely to be faced between now and 2034, and begins to illustrate the sorts of actions we may need to take. Central to this is an acceptance that change is needed in how these challenges are addressed.
- 1.4 Subject to Cabinet approval, public consultation will then enable a conversation to take place on these overall approaches to better managing transport across Sheffield. The results of this will be reported back to Cabinet, outlining a draft Transport Strategy for further development and consultation in early Summer 2018, prior to adoption of the full Strategy and the launch of a long term delivery programme of interventions with short term "quick wins".
- 1.5 The Strategy will be principally focused on helping Sheffield become the kind of city we want to be, ensuring that the transport system supports inclusive economic growth, and the additional journeys associated with planned employment and housing growth, whilst also ensuring health and environmental sustainability – in particular reducing air pollution well below European health-based limit values. The new Transport Strategy will therefore align closely with the city's emerging Clean Air Strategy over the next 6-9 months.
- 1.6 In addition, the Sheffield City Region is in the process of refreshing its own transport strategy, with a parallel document likely to be published soon by Transport for the North. It is therefore doubly timely to ensure alignment between local and broader strategic transport needs as Sheffield gears up for the arrival of High Speed Rail in 2034.

- 1.7 Improving transport across Sheffield is therefore central to enabling growth whilst protecting the environment of the city and the health, opportunities and well-being of its citizens. A good choice of travel options is a fundamental component of what makes a prosperous and liveable city, and a step change is needed to deliver the infrastructure that will permit growth on this scale, whilst allowing all Sheffield residents to benefit.
- 1.8 The Strategy will be also designed around recognising the distinctiveness of Sheffield, the urban nature of the city, its large hinterland in the Peak District National Park, the protection afforded by the Green Belt to the West and South of the city, and the challenges that arise from its topography and concentration into river valleys.

2. HOW DOES THIS DECISION CONTRIBUTE ?

2.1 The proposed Vision has three clear aims and objectives:

- To underpin sustainable growth and promote support a city that is open for business - Sheffield's transport system will deliver the connectivity to drive this economic growth
- To support and enhance the health, wellbeing and quality of life for its residents and visitors - the transport strategy will strive to contribute to the creation of residential, civic, leisure and green spaces that are safe, accessible, attractive, healthy and inclusive
- To be inclusive and open up the city's opportunities to all – the transport system will aim to support the city's aspiration to be the fairest in the UK

2.2 Sheffield is a diverse city, both in terms of its people and places. The availability and cost of transport can often be a constraint to residents. The Transport Vision seeks to be inclusive to all sections of the community, including those who come to work and stay in the city from elsewhere .It seeks to connect people to opportunities and to each other, in order for them to become more successful and enjoy a good quality of life.

2.3 The Vision and subsequent Strategy are intended to inform the development and provision of strategic infrastructure which will lead to a better connected transport network, improved road safety and improve access to work.

2.4 Better transport connectivity and improved management of traffic on the highway network helps improve access from growing neighbourhoods to jobs, education and training as well as improving conditions for business.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Informal conversations around the Vision have taken place internally, to 'sense-check' alignment with the Council's aspirations for cleaner air, for economic growth, a healthy community and the development of the new Sheffield Local Plan. Externally, initial briefings have subsequently been held with key stakeholders such as the Sheffield Chamber of Commerce and Industry Transport Forum. To date, there has been general support for the principles outlined.
- 3.2 Subject to Members' support, the intention is to commence outline public consultation on the Transport Vision in the New Year. This will assist the options development process prior to reporting back to Cabinet. A further consultation exercise is envisaged once the full Transport Strategy has been refined to the point of enabling a short and longer-term programme of interventions to be developed.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality of Opportunity Implications

- 4.1 One of the aims of the emerging Transport Strategy will be to facilitate increasing access and opportunities for everyone, particularly those most disadvantaged. By providing interventions that reduce barriers, transport will play a key role in providing better access to jobs, training, education, health care and leisure activities for all. One aim of changing our travel culture is that people will be able to go about their daily lives without necessarily needing to use a car.
- 4.2 An Equality Impact Assessment has not been undertaken at this early Vision stage, but will be undertaken for the full Transport Strategy, and in preparation for subsequent decisions on new initiatives and projects arising from the Strategy. These will show if there are any impacts on specific communities and how the Council has consulted and how it will mitigate these impacts where possible.

Financial and Commercial Implications

- 4.3 This report is not seeking approval for spend. The subsequent Transport Strategy will be a 20 year Plan covering the period 2018-2038 (TBC) with clear priorities for delivery, which will influence future transport spending, in alignment with a refreshed City Region transport strategy also due in December 2017. The Sheffield Transport Vision takes a long-term view which is deliberately aspirational and some of the probable initiatives arising will not be within the gift of the Council, for example decisions on Transport for the North and High Speed Rail. The main source of funding for immediate actions is likely to be the Local Transport Plan and other

City Region and central government funding streams, together with potential for other more innovative funding streams. These will need to be the subject of future Cabinet reports.

Legal Implications

- 4.4 In implementing the overall Transport Strategy, the Council will use a range of legal powers. This includes Section 2 of the Local Government Act 2000 which allows principal local authorities in England and Wales to undertake measures likely to promote the economic social and environmental well-being of their area unless explicitly prohibited elsewhere in legislation, and subject to due Planning process. The Local Transport Act 2000 places a duty on local authorities to develop policies which will create safe, integrated and economic transport within Sheffield which meets the needs of persons living or working within the city and the new Transport Strategy will provide that vehicle. The Local Transport Act 2008 includes a range of provisions relating to bus services, updated earlier this year by the Buses Services Act.

Environmental and Sustainability Implications

- 4.5 Our approach to transport aims to help Sheffield to have a better and sustainable environment. The way we move about the city will play a significant role in reducing congestion, by reducing the amount of CO2 produced by the city and reducing the negative impact of traffic on people in their neighbourhoods. The full Transport Strategy will be shaped to closely align with the Clean Air strategy.

Tackling Health Inequalities Implications

- 4.6 By 2038 Sheffield aims to have a healthier population living for longer, helped by the way our transport system operates. Improved air quality would mean fewer people dying from the effects of air pollution. Less noise pollution would also result in improvements to peoples' well-being by reducing the annoyance, lack of sleep and loss of productivity at work that it causes. Critically, we also aim for fewer people to be killed or seriously injured on our roads and footways, with more people enjoying the health benefits of active travel, i.e. walking and cycling

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 One alternative would be not to have a long-term transport strategy. This option would however diminish Sheffield City Council's influence on transport in the city, and weaken the support a transport strategy could provide towards the local economy
- 5.2 Other alternatives could place more emphasis on individual modes of transport. This would increase travel benefits for some but diminish benefits for others, and hence work against the Council's overall desire

for fairness, and the strategy for increasing opportunities for everyone. Issues of accessibility, congestion and air quality would be less likely to be addressed. The approach adopted is felt to offer a balanced strategy benefitting the whole community.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Cabinet is asked to approve the draft Sheffield Transport Vision now appended, in order to allow public consultation to take place on the broad issues and challenges we face over the next 20 years. The results of that consultation will then be fed back to Cabinet, and the Vision refined prior to further development work on a full Transport Strategy and draft delivery programme of interventions.
- 6.2 This process will enable the Council to adopt a clear strategic approach to transport for the next 20 years. The Transport Vision, and later emerging Transport Strategy, will also support the local economy, the developing Sheffield Local Plan, and help influence and inform the refresh of the Sheffield City-Region Transport Strategy

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