

Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee

Meeting held 31 January 2018

PRESENT: Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Mike Chaplin, Neale Gibson, Mark Jones, Abdul Khayum, Ben Miskell, Robert Murphy, Moya O'Rourke, Colin Ross, Ian Saunders, Gail Smith, Martin Smith and Paul Wood

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1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Jackie Satur.

2. EXCLUSION OF PUBLIC AND PRESS

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

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETINGS

4.1 The minutes of the meeting of the Committee held on 30th November 2017, were approved as a correct record, subject to the addition of the words 'which could be used as matched funding to draw down some of the Defra grant.' at the end of the second bullet point in paragraph 7.14 (Protecting Sheffield from Flooding – Programme Update). Arising from consideration of the minutes, it was noted, in relation to paragraph 5.2.1 (Public Question from Annette Taberner), regarding the Streets Ahead Programme, that a written response had not yet been provided but was presently being drafted by officers.

4.2 The minutes of the meeting of the Committee held on 20th December 2017, were approved as a correct record, subject to the replacement of the word 'two' with the word 'too' in the first sentence of the 7th bullet point in paragraph 6.5 (Support for Small Businesses in Sheffield).

5. PUBLIC QUESTIONS AND PETITIONS

5.1 Jenny Carpenter, representing Sheffield Climate Alliance, asked questions as follows:-

- Why was there no mention of food or agriculture in the Green City Strategy, particularly in relation to eating less meat?
- In relation to air quality, would the measures restricting the movement of

heavy goods vehicles be sufficient to reduce pollution?

- Could the Sheffield Climate Alliance be represented on the Green City Strategy Partnership Board?

5.2 In response, Councillor Jack Scott (Cabinet Member for Transport and Sustainability) indicated that he would cover these issues in his presentation which was to follow.

6. GREEN CITY STRATEGY, INCLUDING TRANSPORT VISION AND CLEAN AIR STRATEGY

6.1 The Committee received a report of the Executive Director, Place, on the Green City Strategy, to which was appended information on the Transport Vision and the Clean Air Strategy. The report was supported by a presentation given by Councillor Jack Scott (Cabinet Member for Transport and Sustainability), which covered each of these areas. Also present for this item were Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure) and Mark Whitworth (Interim Head of Sustainability).

6.2 Green City Strategy

6.2.1 Councillor Scott highlighted the need for action, the new approach being adopted for Sheffield and the commitment to partnership. He went on to describe the Strategy's objectives which were as follows:-

- (a) Climate Change – Mitigation, Adaptation and Resilience.
- (b) Sustainable and Affordable Energy.
- (c) Transport and Mobility.
- (d) Air Quality.
- (e) A Green and Innovative Economy.

6.2.2 In response to the questions asked by Jenny Carpenter under item 5 (Public Questions and Petitions), Councillor Scott indicated that food would be included in the final Strategy document, with the challenge being around the carbon aspects of food and social justice. He added that he wanted the Sheffield Climate Alliance to be represented on the Green City Partnership Board, which needed to have “teeth” and have involved, challenging discussions. He would pick up on the air quality question in the relevant section of his presentation.

6.2.3 Members made various comments and asked a number of questions, to which responses were provided as follows:-

- With regard to insulation, it was estimated that 13% of the economy was wasted to energy loss and there was a significant challenge in the private-rented sector which was to be given priority in this regard. It was also thought that any measures could be incorporated into any Selective Licensing system.
- It was hoped to bring forward an Energy Strategy for the City, which would

include the Council and cover issues such as solar power, bio fuel harvesting and heat storage systems. A plan for consultation would also include wind power.

- Climate change raised a number of challenges and there was a need to build on the City's history of clean air as a guide to the future. People's anxiety about and ignorance of climate change was recognised and it was necessary to ensure that individuals were aware of how they could be personally affected and how much it mattered. Community climate change champions were encouraged, as was appropriate work in schools.
- Sheffield had more cycle lanes than any other city, which were not segregated, but confident cyclists were able to deal with that.
- A range of ideas were being considered with regard to improving air quality by changing older buses and lorries, with a study being planned to look at this issue. A further issue was how to join up with other cities and taxi licensing authorities. It had been found that 2% of journeys in the City were by taxi and that this accounted for 10% of emissions. A loan scheme was being considered to replace older taxis and a more geographical approach was required in areas such as Broomhill and the Railway Station, which had particular air quality issues.
- It was acknowledged that very few Council buildings had solar panels and options would be assessed in the Energy Strategy, but it should be recognised that these options were constrained by issues such as buildings being listed or subject to funding arrangements. It was felt though that the Council needed to lead by example.
- It was important to take time to get the Green City Strategy document right and then form an Action Plan, with the emphasis being on driving initiatives.
- Transport in the City needed to be right, so that people would use public transport or cycle.
- In the next calendar year a bid would be submitted to the Government's Green Buses Fund and an Individual Cabinet Member Decision would be taken in the near future on anti-idling. The actions outlined in the Clean Air Strategy set out the case for improving air quality.
- A coherent plan would be forthcoming in the next six months with regard to taxis and their effect on air quality.
- The Green Commission report would be placed before the Cabinet in March and the resulting plan would be ready before the end of the Municipal Year. It was important to get an agreed vision to generate actions.
- The plan was to guide action, with the Motorists' Forum and the Council reducing its own energy consumption being cited as examples. There had

never been an Energy Strategy for the City before and this would present a more clear, coherent vision.

- It was not accepted that the reduction in the Passenger Transport Executive levy was affecting climate change and neither was the Streets Ahead Trees Programme. It should be noted that 5,000 street trees would be replaced as part of this programme, but even a quadrupling of street trees would not have a major effect on air quality.
- The Green City Partnership Board would have more “teeth” than previous environmental boards. It would be a tight formal body with wide representation and have an independent Chair.

6.3 Transport Vision

6.3.1 Councillor Scott continued his presentation by highlighting the emerging transport challenges in the City and emphasising the need to be future ready. This vision needed to be purposely bold, ambitious and credible, and set out the options available and outputs required. The aim should be for reliable and clean journeys for everyone in a flourishing Sheffield and this vision would be set out in a document to be brought forward later in the year.

6.3.2 Members made various comments and asked a number of questions, to which responses were provided as follows:-

- It was felt that the deregulation of bus services had been a failure, with providers not putting customers at the forefront.
- The ability to act on taxi emissions would depend on the outcome of a Government bid for funding and, when this was known, standards would be discussed with the taxi trade.
- The early measures funding bid included an agreement for matched funding from the bus companies.
- The Council’s Licensing Service could set standards for taxis, but was unable to stop taxis from elsewhere with lower standards. This highlighted a need to be more assertive with other authorities.
- Councillor Steve Wilson was the Cycling Champion for the City.
- Councillor Scott regretted the end of the Sheffield City Region Transport Committee and confirmed that he attended the Passenger Transport Executive Board meetings, adding that the Board was arranging for much more discussion with the transport leads in South Yorkshire. He also indicated that he would take any Member suggestions to the Passenger Transport Executive.
- In relation to the Bus Partnership, it was agreed that passenger numbers had not grown and that it had not delivered the full range of benefits promised.

Having said that, bus fares were the cheapest in the Core Cities and simpler ticketing had been introduced.

- Councillor Scott confirmed that he had visited MAGTEC, which was a local company manufacturing electrical vehicle drive systems, and that the Council was a partner in clean bus technology.
- With regard to taxis coming into Sheffield from outside the area, the challenge was that Sheffield had higher standards and it was thought that the election of a Mayor for the region would be helpful in bringing all parties together to ensure a consistent standard.
- The ambition for lower taxi emissions was the same whether the bid for Government funding was successful for not.
- The bus operators were open to working with the Council in relation to the reduction of emissions from their vehicles.
- It was confirmed that Leeds had a low emission zone with prioritised investment.
- The business case for new local rail stations, including Waverley, was connected to economic drivers.
- Shifts in tram technology, such as battery power alleviating the need for overhead cables, were being worked on. In relation to extending the tram network, it was necessary to incorporate learning and assess how changing technology could enhance this, but this would need to be properly modelled.

6.4 Clean Air Strategy

6.4.1 Councillor Scott then resumed his presentation by focusing on the Clean Air Strategy, making particular reference to the clear UK public health crisis and economic impact, and the fairness and social justice aspects. He went on to emphasise that clean air was a key element of a growing inclusive economy and that the scale of changes could be controversial, but were right given the challenge being faced. In conclusion, he referred to the key principles which were to be followed in order to improve air quality in Sheffield, which were also contained in the report.

6.4.2 Members made various comments and asked a number of questions, to which responses were provided as follows:-

- Air quality issues relating to HGVs needed to be factored in and there needed to be more control of the routes on which such vehicles were allowed. A proper plan was needed to exclude HGVs from any roads, but it was noted that enforcement was a Police responsibility, with resources being an issue in this regard.
- The proximity of industry to housing and the emission issues associated with

this needed to be dealt with through the Local Plan and representations were being made with regard to this.

- Poor air quality correlated with congested roads, but the national information used by the Department for Environment, Food and Rural Affairs (DEFRA) differed from local information, with monitoring in Sheffield being found to show poorer air quality than that held by DEFRA.
- Measures to drive out polluting vehicles included car-pooling and sharing, allowing low emission vehicles to travel in bus lanes and the use of clean air zones. There was also the obvious effect of a reduction in speed leading to a reduction in pollution levels.

6.5 RESOLVED: That the Committee:-

- (a) thanks Councillor Jack Scott (Cabinet Member for Transport and Sustainability), Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure) and Mark Whitworth (Interim Head of Sustainability) for their contribution to the meeting;
- (b) notes the contents of the report and presentation and the responses to questions; and
- (c) requests that a report on the Green City Strategy be presented to a future meeting of the Committee once the Strategy has been finalised and an Action Plan developed.

7. SHEFFIELD PARKING STRATEGY

7.1 The Committee received a report from the Executive Director, Place, which had formed the basis of the Cabinet Member for Transport and Sustainability's decision to approve the Sheffield Parking Strategy. A copy of the draft Sheffield Parking Strategy was appended to the report.

7.2 The report was supported by a presentation on the Sheffield Parking Strategy given by Councillor Jack Scott (Cabinet Member for Transport and Sustainability), which covered the need for a strategy, changing needs and priorities and working with local people. In addition, Councillor Scott highlighted five areas of work which focused on the City Centre, residential and local centres, improving air quality, the customer experience and enforcement.

7.3 Also in attendance for this item were Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure) and Mark Whitworth (Interim Head of Sustainability).

7.4 Members made various comments and asked a number of questions, to which responses were provided as follows:-

- The issue of parking in residential streets adjacent to the Park and Ride sites would be looked at.

- In relation to parking in residential streets around Dore Station, consideration would be given to reducing the time for the introduction of a Traffic Regulation Order so that more could be done. There was also a need to have an objective as to who was to be helped.
- The dates, frequency and patterns of work of the Traffic Wardens was being reviewed.
- The signage relating to Controlled Parking Zones was regulated.
- The approach to pavement parking needed to be pragmatic and sensible, with consideration being given to better protection of verges and the narrowness of some of the pavements in the City. It should be noted that the Police could not enforce parking on the footway and that regulatory authority was required to erect signing to prevent this.
- Appendix 'A' to the draft Strategy set out the key principles, which included parking bays being of mixed use and that no time limits would be used.
- A standard tariff for parking charges would be used, with users now being able to pay by phone and consideration being given to the upgrading of the payment machines.
- There were no statutory guidelines regarding making off-street parking a priority.
- Councillor Scott would look into the issue of the number of privately operated on and off-street parking spaces within Sheffield City Centre which were on Council land and report back to Councillor Paul Wood who had raised this matter.
- It was important to have a robust, transparent system with regard to priorities and take time to get the right information.

7.4 RESOLVED: That the Committee:-

- (a) thanks Councillor Jack Scott (Cabinet Member for Transport and Sustainability), Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure) and Mark Whitworth (Interim Head of Sustainability) for their contribution to the meeting;
- (b) notes the contents of the report and presentation and the responses to questions; and
- (c) requests that the Cabinet Member for Transport and Sustainability sends usage, occupancy rates and prices for each of the Park and Ride sites in the City to the Policy and Improvement Officer for circulation to Committee Members.

(NOTE: In accordance with Council Procedure Rule 26 of the Council's Constitution

and the provisions of Section 100(B)(4)(b) of the Local Government (Access to Information) Act 1985, the Chair decided that the above item be considered as a matter of urgency in order for the report to be considered at the earliest possible opportunity, although it had not been possible to give five clear days' notice that the item was to be considered.)

8. WORK PROGRAMME 2017/18

8.1 The Committee received a report of the Policy and Improvement Officer which set out the Committee's Work Programme for 2017/18.

8.2 RESOLVED: That the Committee:-

- (a) approves the contents of the Work Programme 2017/18; and
- (b) notes that:-
 - (i) the next Committee meeting would include an update item on the implications for Sheffield of the vote to leave the European Union and, if there was anything to report, an item on the Sheffield Retail Quarter; and
 - (ii) the Policy and Improvement Officer would check the timetable for the Local Plan, with a view to scheduling an item on this for a future Committee meeting.

9. WESTERN ROAD FIRST WORLD WAR MEMORIAL COMMITTEE RECOMMENDATIONS - FORMAL CABINET RESPONSE

9.1 RESOLVED: That the Committee:-

- (a) notes the contents of the Western Road First World War Memorial Committee Recommendations – Formal Cabinet Response Report, which was received as an Information Only item; and
- (b) requests that any Committee Members with any questions on this report, submit these to the Cabinet Member for Environment and Streetscene.

10. DATE OF NEXT MEETING

10.1 It was noted that the next meeting of the Committee would be held on Wednesday, 14th March 2018, at 5.00 pm, in the Town Hall.