

20th November 2020

Summary note – Green City Partnership Board

PRESENT:

Councillor Mike Chaplin - (MC), SCC
Councillor Simon Clement-Jones – (SCJ), SCC
Councillor Peter Garbutt (PG), SCC
John Grant – (JG) Sheffield Hallam University
Councillor Tim Huggan - (TH), SCC
Councillor Mark Jones (Chair - MJ)- SCC
Laraine Manley – (LM), Place Portfolio, SCC
Andy Sheppard – (AS) Arup
Cllr Alison Teal - (AT), SCC
Martin Toland - (MT) Amey
Nigel Wilson – (NW) Veolia
Mark Whitworth – (MWh) Climate Change and Sustainability, SCC

Attending guests

Tom Finnegan-Smith – (TFS), SCC
Matt Reynolds – (MR), SCC
Victoria Penman – (VP) Economic Development, SCC
Leigh Bramall – (LB), Counter Context
Molly Wright – (MWr), Counter Context
Graham Jones – (GJ), Burngreave Clean Air/Sheffield Climate Alliance

Apologies:

Emma Bridge, Greg Fell, Lenny Koh, Edward Highfield

Local Plan

		ACTION
1.	WELCOME, INTRODUCTIONS AND AGENDA REVIEW MJ introduced the meeting and welcomed attending guests.	
2.	MINUTES OF LAST MEETING AT noted that from recollection, one part of the minutes says that it's cheaper for developers to build and rebuild well than it is to retrofit. AT wished to clarify that it may be fiscally cheaper, but not in terms of carbon as retrofitting a Victorian terraced house would involve 55% less carbon than demolishing and rebuilding. It was agreed that this would be identified and amended to note that it would be financially cheaper.	VP

	<p>AT asked on behalf of Liz Ballard whether there was an update on the ecological emergency.</p> <p>MJ responded that the council would be moving forward on this in a timely manner and that he thought it was critical to tie it into the response on the climate crisis as they are interlinked.</p> <p>AT and TH raised questions about the possibility of have an emergency motion at Full Council.</p> <p>MJ said he would investigate the position with regard to raising motions at present. Scrutiny Council in January would usually be the opportunity to do this. February may be a possibility as time would be limited in March and April will be the pre-election period.</p> <p>JG raised the point that action could still be taken under the existing climate emergency declaration, although this is not enough and there still needs to be a declaration of an emergency, as well as action.</p> <p>Otherwise, the minutes of the meeting held on 27th July 2020 were agreed as a true record. There were no matters arising.</p>	
<p>3.</p>	<p>Connecting Sheffield</p> <p>MJ welcomed Leigh Bramall and Molly Wright from Counter Context. Leigh Bramall spoke to a presentation on the Connecting Sheffield proposals (slides attached).</p> <p>Matt Reynolds noted that this is a transport scheme but very much tied into the economic regeneration and climate work, and the Grey to Green work is leading the way not just locally or regionally, but internationally, and is contributing to improved biodiversity and flood protection in the city centre.</p> <p>Board members were encouraged to take part in the consultation.</p> <p>JG asked if economic growth was the core design of the policy or if the city is focusing on quality of life/environment. It may be a time to focus on steady state economic models where a minimum quality of life is pursued for everyone.</p> <p>MR responded that the key criteria for the funding from central government is economic and is measured by GVA, although it has been possible to focus on local quality of life aspects such as congestion and air quality. The programme has to demonstrate value for money under the government guidelines and methodologies so this will capture economic benefit, but also</p>	

<p>quality of life.</p> <p>GJ noted that four of the areas were already served by Supertram and that it was time that other areas were considered for transport improvements, in particular areas where children go to and travel to school. Why is this focused on central business areas rather than the Northern General where 6000 employees and people have to travel every day.</p> <p>MR responded that Connecting Sheffield is not just this round and that hopefully the next round of funding will allow the flexibility to focus more on other criteria. It was noted that these areas are also areas of deprivation where the Council is keen to enable connectivity to employment.</p> <p>MT asked if flooding would be addressed in all schemes.</p> <p>MR yes - flood reduction is key to the programme and the sustainable urban drainage is a key element.</p> <p>MT What is the process for species selection and promoting biodiversity?</p> <p>MWh the project is closely linked with the University of Sheffield and in particular Nigel Dunnett who is an expert in urban horticulture. The planting is designed to be low maintenance, as well as to improve biodiversity.</p> <p>MWh can get further information on the planting and send it across.</p> <p>AT Will Division Street be pedestrianised?</p> <p>MR That's not in this plan. There is currently a lot of construction work taking place in this area and there are a lot of servicing needs for businesses in the area. But if there is support for the Pinstone Street closure then the strategic case could be there in the future. The closure of Division Street has had mixed response and needs and competing interests have to be managed.</p> <p>TFS noted that there will be a review of key streets in the city centre and their long term future.</p> <p>TH asked whether this section is fully financed; whether modelling of bus times has been carried out and whether transport has been modelled, including whether transport is displaced to elsewhere.</p> <p>MR What is being proposed here is funded, the challenge is delivering it within the timeframe by March 2023. Bus times have been modelled and</p>	<p>MWh</p>
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	<p>times for every single bus route improves. Car traffic modelling has been carried out on a strategic model and micro-simulation model to understand how traffic is displaced at a granular level and understand the air quality implications so this ties into clean air zone work.</p> <p>MR Encourage Board members to respond to the consultation individually and to share it to maximise responses.</p>	ALL
4	<p>Clean Air Zone</p> <p>Leigh Bramall spoke to slides on the Clean Air Zone review. Questions and answers were as follows:</p> <p>JG Will hybrid and electric buses would be exempt?</p> <p>TF-S: yes, vehicles that meet Euro VI standard would be exempt. Electric buses are being explored but the models aren't currently commercially viable and the fleet is commercial, but ways of improving the fleet are being explored.</p> <p>JG A statement was made that now is the time to lock in transport levels at their current level by enforcing vehicle/traffic stronger controls.</p> <p>TF-S: Acknowledges that reductions have been the impact of covid and that various ways of reducing traffic levels permanently are being explored. Transport Strategy talked about capping private car trips and the wider zero carbon work will require demand restraint, but this particular work is a very short term piece of work requiring us to meet the EU air quality standards within a very short period of time.</p> <p>MT Is there yet a new outline timeframe for implementing the charging zone? Work is underway and close work is taking place with Government. Hoping that in the New Year the heavy lifting will be completed and timescales will be clearer.</p> <p>MT What form would support for new vehicles take? Is it for members of the public or for businesses?</p> <p>TF-S There will be a wide range of support, primarily aimed at the fleet that will be affected. Looking at support for taxis, HGVs, LGVs and support will be more defined as details are clarified.</p>	

<p>AT Will parking for private vehicles in the city centre be made more expensive as a deterrent if they are not being charged for the charging zone?</p> <p>TF-S Parking charges increased parking charges by 30%, with a commitment to review annually and a minimum increase in line with inflation. Clearly this needs to be matched by sustainable alternatives such as cycling and bus transport. There is also a commitment in terms of rolling out additional restrictions where there are currently areas where cars can park for free. There will be a rolling programme of increased restrictions. But while the council is responsible for on street parking, only approximately 10% of off street parking is controlled by the Council.</p> <p>AT Is there a mechanism in place to identify whether vehicles have had a retrofit to make them equal to Euro VI and therefore not charged in the charging zone?</p> <p>TF-S - if it is an approved retrofit it should be connected to DVLA so yes. The technical details can be challenging.</p> <p>MJ declared an interest as a Burngreave councillor: In the previous proposals, it was stated that there were measures to go outside the city centre to cover areas like Burngreave, as a highly polluted corridor. A question was asked as to whether there is anything under the new proposals to try and reach out to those areas.</p> <p>TF-S Response to air quality has to be across the city. Tackling the 20% of vehicles that provide 50% of the pollution. The scheme we presented would achieve compliance everywhere, and a replacement scheme would also need to achieve compliance everywhere across the city.</p> <p>MJ It was stated that a lot of issues come from diesel taxis. A question was raised as to how many of those diesel taxis have been replaced or are no longer operating because of the time slippage of the charging zone.</p> <p>TF-S hackney cabs have an upper age limit of vehicles of 15 years. The average age of the black cabs in Sheffield is at the upper end of this, so every year a relatively high proportion of cabs fall off. Some of the upper age thresholds have been temporarily extended on hardship grounds, but this will reduce in time.</p> <p>MJ - the Board will submit a response to the consultation and a response to the CAZ review presentation</p>	<p>VP</p>
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AOB

MJ a doodle poll will be sent to identify a date for a new meeting JG asked if this could be December.

MWh reminded Board members that there is a Scrutiny meeting on Thursday 26th November and members are welcome to attend.