



Report to Policy Committee

Author/Lead Officer of Report:
Mark Whitworth

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Report of: Mark Whitworth
Report to: Transport, Regeneration and Climate Policy Committee
Date of Decision: 24th November 2022
Subject: **Route map progress update**

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 1066				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
<small>The report is a progress update on the development of the decarbonisation route maps, and as such is not considered necessary to undertake a CIA.</small>				
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Purpose of Report:

The Council's 10 Point Plan for climate action was adopted in March. The plan provides a framework for how the organisation will act in the short-term and includes how we will 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 is to produce a series of 'route maps' that cover the detailed actions which the council and the city needs to take to support this pathway to net zero.

This report responds 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 is making in the production of the route maps and the programme for presenting the draft route maps to the Committee for formal approval.

Recommendations:

That Committee:

- i) 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).

Background Papers:

The Councils 10-point plan for Climate Action

Our Sheffield Delivery Plan 2022/23

Lead Officer to complete:-							
1	<table border="1"> <tr> <td rowspan="4">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.</td> <td>Finance: Kerry Darlow</td> </tr> <tr> <td>Legal: Louise Bate</td> </tr> <tr> <td>Equalities & Consultation: Ed Sexton</td> </tr> <tr> <td>Climate: Mark Whitworth</td> </tr> </table>	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: Kerry Darlow	Legal: Louise Bate	Equalities & Consultation: Ed Sexton	Climate: Mark Whitworth	
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	<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>						
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Lead Officer Name: Mark Whitworth	Job Title: Sustainability and Climate Change Service Manager						
Date: 9 November 2022							

1. PROPOSAL

1.1 Background

Climate change is recognised as the greatest challenge of our lifetime. It is undermining every dimension of global health¹ and is threatening economic stability in sectors such as agriculture and food production². The impacts of these changes are expected to disproportionately affect our most vulnerable communities locally as well as globally.

There are also significant opportunities to be gained if appropriate action is taken; homes and buildings which cost less to heat and stay cool in the summer, locally produced energy that is clean and reduces our exposure to market volatility and a wide range of new jobs and skills that can help to support our local economy.

In recognition of the need to take action the Council declared a climate emergency in 2019 and set a target for the council and the city to achieve net zero carbon emissions by 2030.

The Council's One Year Plan (2021/22) committed the Council to develop a 10 Point Plan for climate action, which was adopted in March 2022. This set a framework for how the organisation will address its climate actions as well as reiterating its goal to be net zero by 2030 both as an organisation as well as a city.

In recent discussions with the Transport, Regeneration and Climate Policy Committee, Members have stated that there is a need to prioritise action and delivery on climate mitigation and adaptation.

The development of a set of decarbonisation route maps that lead into delivery is an integral part of this approach and is outlined in the following section.

1.2 Route maps

The 10 Point plan for Climate Action set out how the Council will work with the city to develop a set of 'route maps' for the area where change needs to happen.

Route maps are delivery documents and implementation plans intended to drive action. They are defined in the 10-point plan as 'iterative, agile and delivery-focused, developed over the next 18 months, working across the Council and with organisations and individuals across the city to develop plans that build on the Pathways

¹ [https://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(22\)01540-9/fulltext](https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(22)01540-9/fulltext)

² <https://www.worldbank.org/en/topic/climatechange/overview>

to decarbonisation evidence base report³ and identify the ways forward.

1.2 Current position

The Sustainability and Climate Change team has been progressing work on the development of the initial route maps (*Our Council* and *The way we travel*) alongside other related activity which supports the Council's climate priorities, set out in the Our Sheffield Delivery Plan 2022/23.

These two route maps were prioritised as it was considered that both will set out how the Council is taking action (*Our Council* in particular) and that this is a critical step in demonstrating leadership and encouraging others in the city to take action themselves.

Seven route maps were outlined in the 10-Point plan for Climate Action that would be developed over the next 18 months. The plan set out a programme running from April 2022 to October 2023 for the completion of all seven route maps. The team is working within this agreed timescale.

Wider engagement is a key element of developing the route maps. Everyone in the city will be affected by climate change and everyone will need to take some form of action, whether as an individual, family or business or organisation. Co-developing and co-designing the route maps with the involvement of stakeholders across the city will be crucial in getting the necessary buy-in and support for the actions.

The Council is responsible for less than 5% of the overall greenhouse gas emissions in the city, so enabling, facilitating and encouraging others to also take action will be critical in working towards net-zero carbon by 2030.

The Service is working to secure additional funding to support this programme of wider engagement. Without this resource the level of wider engagement in the production phase of the route maps may be limited, which is likely to be detrimental for the reasons outlined in the paragraph above.

The route maps are listed below, along with the planned date of completion.

³ Arup and Ricardo Pathways to net zero evidence base [Our long term plan for climate change | Sheffield City Council](#)

1.3 **Our Council** (In progress and to be completed June 2023)

This route map will include an overview of work to date and future actions to decarbonise our housing stock, non-domestic estate, fleet (including grey fleet), streetlighting and how we can use our land for energy generation and sequestration initiatives. The route map will also include the internal processes that are in development to embed sustainability and climate change into decisions and service planning.

Alongside this a Climate Oversight Board is being established as an internal Officer group that will help and support the organisation to deliver on its own outcomes and actions, particularly those arising from the Our Council route map.

1.4 **The way we travel** (In progress and to be completed June 2023)

This route map sets out the actions that are required to decarbonise the way we travel, and will cover actions relating to;

- Decarbonising our vehicles
- Increasing active travel
- Improving public transport
- Consolidating freight.

1.5 **Energy generation and storage** (to be completed Summer 2023)

The scope of this route map is still in development and is anticipated it will include actions relating to Local Area Energy Planning and the early findings of the Heat Network Zoning Pilot Programme.

We will work with partners and key stakeholders in the city to develop this route map.

1.6 **Our business and industries** (to be completed Summer 2023)

The scope of this route map is still in development, and it is anticipated it will include actions relating to the following areas;

- Industrial decarbonisation – working with the big carbon emitters
- Decarbonisation of commercial property – exploring how to retrofit commercial and industrial building stock
- Supporting and facilitating Small and Medium Enterprise's (SMEs) to decarbonise – Building capacity within SME's to decarbonise

The Council is already working with local partners from business, our two universities and the South Yorkshire MCA on climate and sustainability-related programmes, and the development of this route

map will build on these existing programmes as well as engaging with wider stakeholders.

1.7 **Our homes – Autumn 2023**

This route map will cover the decarbonisation of homes of all tenures across the city. Its development will be co-ordinated with the emerging Council Housing Strategy as well as the Housing and Neighbourhood Services Decarbonisation Road map for Council Housing stock.

1.8 **How we use our land - Autumn 2023**

Further work is required to define the specific content of this route map, including engagement with stakeholders (noting 'land' refers here to all land across the city, not just SCC estate).

It is anticipated that this route map is linked to the Council's declaration of a nature emergency, and also considers actions relating to carbon sequestration, adaptation and wider land use including food growing and planning matters.

1.9 **What we buy, eat and throw-away – Autumn 2023**

Further work is required to define the specific content of this route map, including engagement with stakeholders.

It is anticipated that this route map considers actions relating to the circular economy, reducing waste and consumption, promoting re-use and increasing recycling.

The seven route maps will create a compendium with each route map forming a chapter of this document. The route maps are being produced incrementally which will enable the available resource within the team to progress these whilst also enabling other delivery-focussed activity to progress.

As noted above the first two route maps are currently in production. Along with the *Energy Generation and Storage* and *Business and Industry* decarbonisation route maps, these four route maps will be accompanied with a shared introductory report that will also act as the introduction for the overall compendium.

The shared introductory report will set out the Council's overarching principles relating to climate action which have been established through the 10-point plan, accompanied with details of climate governance arrangements (Council and proposed city-wide) and set out how we will monitor and report progress, work to secure finance and funding, alongside how we are working in partnership and the approach to engagement.

This introductory report is intended to avoid duplication in each route map and enable each route map to focus on the actions that will be taken to address decarbonisation and climate commitments.

Route maps will contain actions which cover the period of 2023 to 2025 although some actions may extend beyond this where they are longer term programmes.

They will not capture all the actions that will be required to reach net-zero across each theme and are intended to be delivery-focussed.

The Council's goal of achieving net zero carbon emissions by 2030 means that it is essential that actions are being progressed and delivered concurrently with the development of the route maps. Route maps will therefore need to be 'live and iterative' documents that enable the Council and its partners to respond quickly to new opportunities.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 As noted above, in progressing the approach set out in this report, this decision will contribute towards the Council achieving key climate-related goals it has set itself in its One Year Delivery Plan and its 10-point plan for climate action.

In September 2022 the Council approved the Our Sheffield Delivery Plan.

This Delivery Plan set a strategic goal of clean economic growth, recognising that following the adoption of the 10-point plan for climate action in March the Council needs to urgently progress actions to help facilitate a sustainable transition to decarbonisation and meet its climate change ambition to achieve Net Zero by 2030.

The Delivery Plan set out five actions relating to clean growth, which included the action of developing agreed decarbonisation route maps and commence engagement March 2023.

The approach set out in this report to produce seven route maps over the period April 2022 – October 2023 will enable the Council to meet the first clean growth action set out in the Our Sheffield Delivery Plan.

The production of the route maps will also ensure that the Council delivers on one of the ten objectives that were agreed in the 10-point Plan earlier this year.

The outcome of this report, a set of seven route maps addressing the main elements of climate action and decarbonisation, are intended to provide iterative, delivery focussed and agile delivery plans that will support the Council's wider climate commitments.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 There has been engagement both internally and externally as part of the development of the two initial route maps and further consultation is planned prior to presenting the final route maps to the Committee for approval later in the year.

3.2 Internal engagement

The initial two route maps have focussed primarily on actions that are required by the Council. The Our Council route map focuses on the actions that the Organisation needs to take to work towards achieving its goal of becoming net zero carbon by 2030.

The Council's response to the climate emergency was the subject of two 'Our Sheffield' employee events at the beginning of the summer which were attended by over 400 employees. The events outlined the approach the Council is taking and employees were able to ask questions as part of this discussion and in addition a written response to further questions was provided following the event.

Following this an employee survey was conducted which was promoted at both the events as well as on the Council's intranet. The survey was aimed at gauging employee's awareness of the climate emergency, the Council's role alongside the role of their service and their team.

It asked respondents for their ideas for where things need to change to enable effective climate action along with establishing a better understanding of what employees already do in work to help reduce emissions and asked where they need to support to do more. In addition, it asked if respondents would like to be part of a reference group or volunteering to support decarbonisation work.

In total 119 employees responded to the survey. This is now being used to inform the development of the Our Council route map. It will help identify some of the good practice already taking place in the organisation, understand where employees see the barriers so we address these and utilise their ideas for action and build them into the plan.

3.3 External engagement and consultation

The Sustainability and Climate Change team is working with Sheffield Partnership Board and the Health and Wellbeing Board to host a city-wide climate summit on 15th November. Over 100 representatives from businesses, public sector and the community organisations have been invited to attend to get as broad an input as possible.

The summit aims to explore how we can work better together to respond to the climate emergency and to become a thriving net zero city. It will help to inform a better understanding of what the climate emergency means for the organisations attending and the communities or customers they represent.

It will map the action that is already being undertaken and explore how organisations can support and help each other and it will help to plan how the city can work together on climate action – both decarbonisation as well as climate adaptation and resilience.

The output of these discussions will be used in the development of the route maps and further engagement is anticipated on specific areas as further route maps are developed.

The team has consulted with the Sheffield Equalities Partnership (November 1st). They presented an overview on the route maps and sought the partnership's views on how they would like to be engaged as this work develops.

Engagement and consultation with stakeholders on the 'Way we travel' route map is planned for December and January, which is planned to include a further meeting with the Sheffield Equalities Partnership, other stakeholders and an Engagement HQ (replacement for Citizenspace) consultation in the New Year.

As noted above in section 2, wider engagement is a key element in the development of the remaining route maps. The Service is working to secure additional funding to support this programme of wider engagement and the Committee will be kept informed on progress.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 This report is a progress update and there are no direct equalities implications. Full EIAs will be undertaken for specific projects arising from the route map action plans.

4.2 Financial and Commercial Implications

4.2.1 There are no direct financial implications arising from this report.

4.3 Legal Implications

4.3.1 This report is a progress update, and there are no direct legal implications. Any legal implications specific to individual projects arising from the route map action plans will be detailed in future reports.

4.4 Climate Implications

4.4.1 This report is a progress update. There are no direct climate implications arising from this report.

4.4 Other Implications

4.4.1 No other implications considered

5. ALTERNATIVE OPTIONS CONSIDERED

5.1

- 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.

6. REASONS FOR RECOMMENDATIONS

6.1 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.