

Transport, Regeneration and Climate Policy Committee

Meeting held 15 November 2023

**PRESENT:** Councillors Ben Miskell (Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Craig Gamble Pugh, Ruth Mersereau, Safiya Saeed, Richard Shaw and Dianne Hurst (Substitute Member)

**1. APOLOGIES FOR ABSENCE**

1.1 Apologies for absence were received from Councillor Denise Fox.

**2. EXCLUSION OF PRESS AND PUBLIC**

2.1 It was noted that the appendices to item 10 on the agenda were not available to the public or press because they contained exempt information. If Members wished to discuss the information in the appendices, the Committee would ask the members of the public and press to kindly leave for that part of the meeting and the webcast would be paused.

**3. DECLARATIONS OF INTEREST**

3.1 No declarations of interest were received.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meetings of the Committee held on 20<sup>th</sup> September, 2023 were approved as a correct record.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 The Policy Committee received two petitions from members of the public. Both members of the public did not attend to present their petitions, a written response would be provided.

5.2 The Policy Committee received two questions from members of the public. One member of the public did not attend to ask their question, a written response would be provided.

Question from Roy Morris

SCC has introduced measures to improve air quality in the city centre. Is the council planning to publicise improvements in air quality? Also, is SCC prepared to give a breakdown of charges received and of what will be done with those funds?

The Chair explained that the latest Annual Status Report, containing 2022 data, would be published on the council's website once national government had

completed their review process on the document.

Following UK legislative requirements and process, Air quality concentrations were not assessed in real-time, this had to be based on annual average concentrations using 12-months of data gathered across a full Calendar year.

Air quality is subject to varying external factors such as weather, seasonal travel behaviour and heating use, therefore, air pollution concentrations vary day-by-day year-on-year. This was why it was necessary to gather and assess data over a 12-month period to provide a more accurate picture over an extended period. The Council would be working with Government to review the performance of the Clean Air Zone and the air quality levels across the full 2023 calendar year. This process would commence in Spring 2024 once all data from 2023 was available and it was expected that it would be completed in Summer 2024.

With regard to questions raised about income from the Clean Air Zone; to the end of September 2023, the payments received totalled £3,285,600 and the expenditure incurred in running the scheme and committed costs, such as decommissioning the scheme, equated to £4,258,746.

This meant that there was at that stage no surplus income. However, this may not be the case in the future and that is why Clean Air Investment Plan for Sheffield was necessary, utilising any surplus CAZ income that may be generated, as well as other potential funding streams, in order to implement measures that would help improve air quality in Sheffield.

As a committee, measures like School Streets, that both protect young people on their way to school and encourage active travel should be the priority. As a committee, a discussion regarding plans for any surplus that may be generated was scheduled for the next meeting, the questioner was advised that they would be welcome to attend.

## **6. MEMBERS' QUESTIONS**

6.1 No questions were received from members of the Committee.

## **7. WORK PROGRAMME**

7.1 The Committee considered a report of the Director of Policy and Democratic Engagement on the Committee's Work Programme detailing all known, substantive agenda items for forthcoming meetings of the Committee, to enable this committee, other committees, officers, partners, and the public to plan their work with and for the Committee.

7.1.1 The Chair noted the referral from the Waste and Streetscene Policy Committee regarding the Christmas Parking Offer. The committee was advised that officers had been exploring options to support people to access the City Centre at this time of the year. Discussions had taken place with South Yorkshire's Mayor, SYMCA, Travelmaster and the bus operators. Officers were continuing to develop an offer and would be making an announcement about it very soon.

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

1. That the Committee's work programme, as set out in Appendix 1 be agreed, including any additions and amendments identified in Part 1;
2. That consideration be given to the further additions or adjustments to the work programme presented at Part 2 of Appendix 1;
3. That Members give consideration to any further issues to be explored by officers for inclusion in Part 2 of Appendix 1 of the next work programme report, for potential addition to the work programme; and
4. that the referrals from Council and Local Area Committees (petition and resolutions) detailed in Section 2 of the report be noted and the proposed responses set out be agreed.

7.3 **Reasons for Decision**

- 7.3.1 To give the committee members an opportunity to consider the direction of the work programme, align it with their key priorities and create a manageable workload for the committee.

7.4 **Alternatives Considered and Rejected**

- 7.4.1 None

**8. ATTERCLIFFE LEVELLING UP PROGRAMME UPDATE**

- 8.1 The Committee considered a report of the Executive Director of City Futures that provided a progress update on the successful Round 1 Levelling Up Fund bid for Attercliffe.

- 8.1.1 The Service Manager – City Regeneration and Major Projects outlined three projects included in the bid and significant milestones. The committee was informed that an Attercliffe Area Board had been created to provide a collaborative forum for the work.

- 8.1.2 Members raised concerns about the amount of illegal parking in the Attercliffe area and how this may impact on any upgrade work carried out to pavements. Officers agreed to discuss this further and noted that the planned transport improvements should help with this issue.

- 8.1.3 The committee discussed the timescales involved for this key project with regard to the funding deadlines but were assured that the Levelling Up Fund deadlines had been extended. Officers were confident that the scheme would be delivered within the revised timescale.

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

- Note the progress made on the Attercliffe LUF project

**8.3 Reasons for Decision**

8.3.1 To ensure that the latest information is available and to provide an update on progress with the report.

**8.4 Alternatives Considered and Rejected**

**8.4.1 Do nothing**

Not changing the procurement route for the CCHT would mean that the project couldn't be delivered. Not changing the governance arrangements would not improve coordination and involvement

**8.4.2 Do More**

To do more would require an increase in funding. This is not currently required to deliver the required LUF output

**8.4.3 Chosen Option**

The options in the report represent the best way of delivering the contracted LUF outputs

**9. PROGRESS UPDATE ON GATEWAY TO SHEFFIELD LEVELLING UP FUND PROGRAMME**

9.1 The Committee considered a report of the Executive Director of City Futures providing a progress update on the Round 1 Levelling Up Fund bid for The Gateway to Sheffield.

9.1.1 The Service Manager – City Regeneration and Major Projects summarised the three projects involved in the bid and the changes that had been made to the Governance arrangements including the creation of The Castlegate Area Board.

9.1.2 Members were in agreement that they would like to continue to receive updates on the scheme both in the committee meetings and their informal briefing sessions.

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

- a) Note the progress made on the Gateway to Sheffield LUF project.
- b) Notes that an application will be made to SYMCA to secure Gainshare funding to deliver the full LUF programme as originally proposed.
- c) Approves the revised Governance arrangements.

**9.3 Reasons for Decision**

9.3.1 To ensure that the latest information is available and to provide an update on progress with the report.

9.3.2 For Information and to support the use of Gainshare to deliver the LUF programme as proposed.

9.3.3 To support good governance of the project.

**9.4 Alternatives Considered and Rejected**

**9.4.1 Do nothing**

This option would mean not pursuing additional funding to deliver the full Scheme for Castlegate. This has been discounted as the opportunity to secure further funding through Gainshare is available.

9.4.2 Do More

It is not necessary to do more as the chosen option delivers the outputs required

9.4.3 Chosen Option

To deliver the Gateway to Sheffield LUF bid with the support of additional Gainshare Funding

## 10. 2024 TO 2027 REVENUE AND CAPITAL BUDGET

10.1 Members considered a report of the Executive Director City Futures setting out budget pressures and savings proposals that are the responsibility of the Transport, Regeneration and Climate Policy Committee.

10.1.1 The report provided recommendations for savings which would support Sheffield City Council in setting a balanced budget in 2024/25. The recommendations had been subject to consultation with all political parties. The report also requested approval for increases of fees and charges included in Appendix 1.

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

1. Note the Council's challenging financial position
2. Note the pressures and risks identified in relation to the Transport, Regeneration and Climate Change Policy Committee budget for the 24/25 financial year and commit to work with officers to mitigate these risks where possible.
3. Note the recommended proposals to deliver savings of £300k for the financial year 2024/2025 for submission to the Strategy and Resources Policy Committee.
4. Agree the increase in fees and charges based on inflation increase and/or the principle of fair cost recovery.

### 10.3 Reasons for Decision

10.3.1 The proposals recommended for endorsement have cross party support following the initial committee consultation.

It is critical that services are maintained to further support regeneration in the city and underpin game changing projects like Heart of the City II, Sheffield's Levelling Up city centre pilots, Local Plan development and strategic transport improvements for the city. Added to this, there is a critical need to address Sheffield's commitments around Net Zero and the climate agenda.

The use of the surplus income from road traffic schemes to alleviate the pressure of the ITA Levy is a considered choice. The alternative is reduction in service provision.

Removal of services and budgets will dramatically reduce the City's ability to bid for and win external funding, which is critical to delivery of political and corporate priorities.

The recommended proposals allow the TRC Committee to deliver a balanced budget in response to the Council's budget challenges

#### 10.4 **Alternatives Considered and Rejected**

##### 10.4.1 **Do nothing**

By undertaking none of the proposed actions, TRC committee would not be in a position to contribute to delivering a balanced budget.

##### 10.4.2 **Deliver Balanced Budget**

With the use of some of the surplus revenue from road traffic schemes, we would be able to deliver a balanced budget.

##### 10.4.3 **Offer greater budget savings by stopping services**

Make further savings by stopping non statutory services. As above, additional proposals which propose cuts to services have been rejected by Committee.